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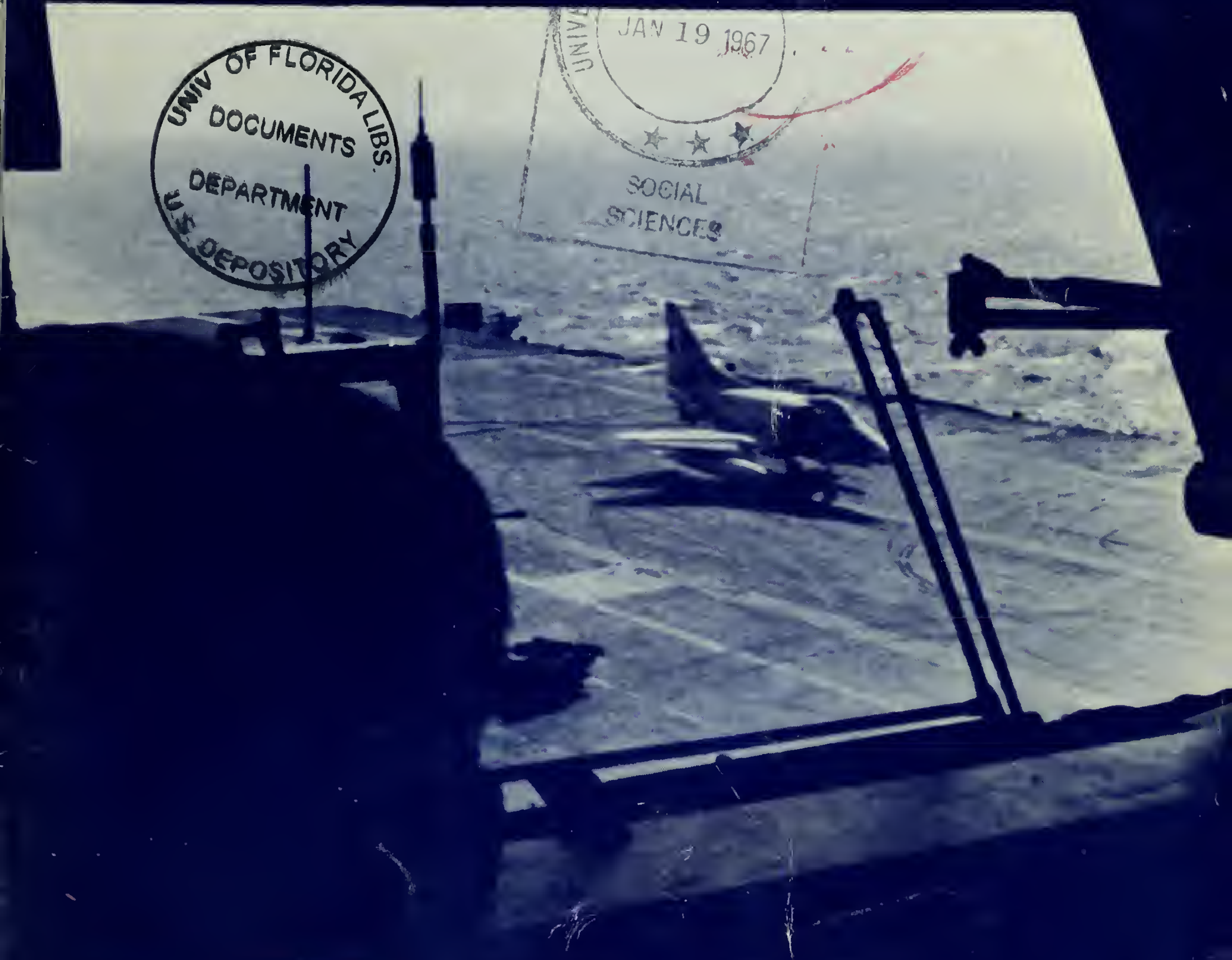
ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION



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ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

JANUARY 1967 Nav-Pers-O NUMBER 600

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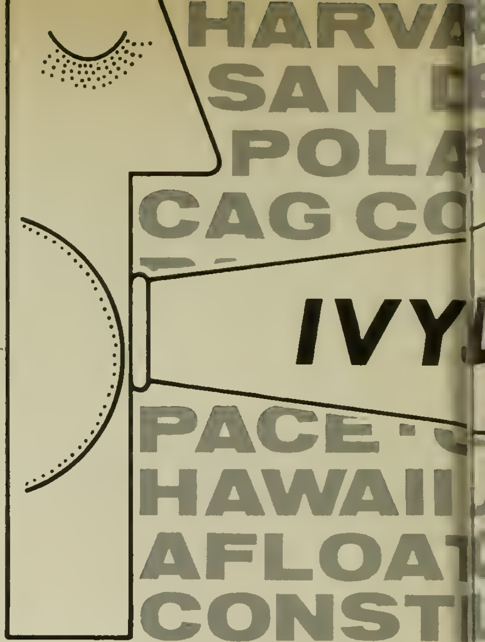
• **FRONT COVER:** VIEW FROM THE BRIDGE—Observers on bridge of aircraft carrier watch Navy A-4 *Skyhawk* make arrested landing after mission over North Vietnam.—Photo by J. D. Goss, PH2, USN.

• **AT LEFT:** UP, UP AND AWAY—Carrier sailor is hoisted to helicopter from deck of USS *Bradley* (DE 1041) for return to parent ship after Exercise Silverskate in South China Sea.—Photo by William H. Powers, PH1, USN.

• **CREDIT:** All photographs published in ALL HANDS Magazine are official Department of Defense photos unless otherwise designated.

SET YOUR PACE—Navy's afloat education program started in *Polaris* Navy three years ago and has expanded to include a group of surface ships.



INTERESTED in a Harvard education —at sea?

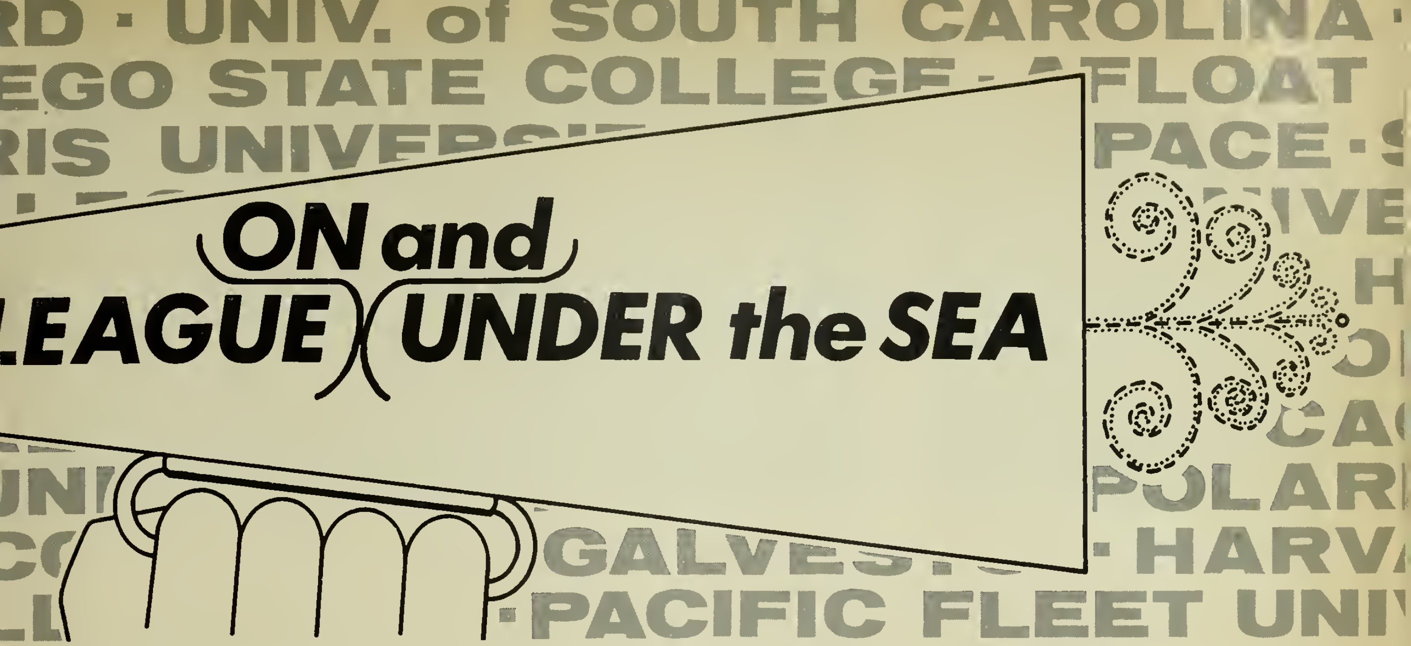
It's possible for the Navyman afloat to accumulate two years of credits toward a Harvard degree of Bachelor of Arts in Extension Studies, without setting foot in the grand old city of Boston or its ivy-covered suburb of Cambridge.

It's also possible to accumulate credits at various other colleges—and the prospects are that the number of participating universities will increase. To date you'll find included in this unusual experiment, along with Harvard, the University of South Carolina, San Diego State College and the University of Hawaii.

This "afloat education" program has been available for the past five years in the submarine Navy, via the *Polaris University* program. That joint pioneering effort by Harvard and the Navy drew such critical praise that the Secretary of the Navy's Task Force on retention recommended its expansion to the surface Navy.

Now it is known as PACE—Program for Afloat College Education—and during this past year pilot programs have been carried out in two surface ships, the carrier USS *Constellation* (CVA 64) operating out of San Diego, and the guided missile cruiser USS *Boston* (CAG 1) in the Atlantic Fleet.

The broadened PACE pilot program was set up to find out whether the concept could be adapted as successfully to the diverse types of surface ships (with many home



ON and
LEAGUE UNDER the SEA

ports) as it had worked with *Polaris* submarines. It also sought to iron out other problems arising in an expansion program in the surface Navy.

This fall five more surface ships joined the afloat college program. Four of them, operating out of the San Diego area, are the guided missile cruisers USS *Galveston* (CLG 3) and *Canberra* (CAG 2), the guided missile frigate *Mahan* (DLG 11) and the destroyer tender *Piedmont* (AD 17). Another tender, *Cascade* (AD 16) has inaugurated a PACE program with Newport, R. I., as its headquarters for the shore phase of the college curriculum.

HARVARD professors are not the only ones in the Boston area involved in this seagoing educational effort. Some of the instructors conducting in-port classes, or appearing in kinescope lectures at sea, are drawn from the faculties of the Massachusetts Institute of Technology, Boston College, Boston University, Tufts University and Simmons College, institutions which, like Harvard, are members of the Commission on Extension Studies.

For submarines operating out of Charleston, S. C., the academic functions are being carried out by the University of South Carolina, while personnel operating out of the ports of New London, Conn., Boston, and now Newport come under the jurisdiction of Harvard.

Out on the West Coast, the initial instruction for *Constellation's* collegemen has been under the direction of eight professors from San Diego State College. Other universities at or near major Navy installations will be approached as participants.

Thus there is wide interest in this Ivy League on (and under) the sea, not only within the Fleet, but also in the educational community and in the other branches of the military services.

JUST EXACTLY what is PACE, and what does it have to offer the Navyman?

For the answer to that question, let's start with a look at the development of the original *Polaris U.* program, and what it has meant to submariners.

Polaris University had its inception a little over five years ago when the Navy and Harvard got together in what was to become an unusual partnership. The Navy was looking for some math and other courses for its submarine personnel, and Harvard was already conducting—on television—courses through its University Extension program.

Two courses on "Computer Age Mathematics," plus a historical "Study of Revolutions," already produced by Boston's educational TV station, WGBH, for Harvard, were purchased by the Navy Special Projects Office in 1961.

They were to become the nucleus of filmed-plus-live instruction, along with texts, reading assignments and final examination. The Navy contracted with Harvard in 1962 to

CARRIER COLLEGE—Dr. John Bolte gives a physics lecture to Pacific Fleet University students aboard the aircraft carrier *USS Constellation* (CVA 64).

CAMPUS AFLOAT—*USS Constellation* participates in PACE. *Rt:* Dr. Stanley Crockett lectures English class aboard CVA.

produce two chemistry courses from scratch. Then, in December of that year, plans for a program equivalent to two years of college work were developed in a conference at Harvard.

The curriculum, while academic, was also to be aimed toward the needs of seagoing personnel.

Out of that conference came plans for 24 courses in the fields of mathematics, science and engineering, plus 12 courses in other academic areas, such as English, Literature, History and the Social Sciences.

On completing any of these courses and electives, the Navyman receives college credits. Completion of all of the courses in the program leads to a certificate or degree, or accreditation which varies depending on the college.

How does this at-sea program work?

Basis of the course is a series of lectures which have been put on film, through kinescope. A course is made up of 15 half-hour films, each conducted by a professor who is a specialist in his subject, plus a series of conferences providing live contact between the instructor and the student when the ship is back in port.

Along with the films are study guides, lecture by lecture, and regular reading assignments. Here's how it developed in the submarine Navy:

The students view the films, which are also in sound. This may not have some of the advantages of a live lecture program, but it does have some built-in advantages of its own. For example, if a particular point in a filmed lecture seems confusing to the class, or gets rather complicated, that part of the film can be reshown.

The students follow the film with group discussion, and reading assignments. On return of their ship to home port, they attend a series of meetings with an instructor, usually four two-hour sessions.

The instructor grades the papers which the student has prepared while at sea, and he also gives him a final examination.

A visit with Dean Reginald H. Phelps, Director of University Extension at Harvard, serves to point up some of the discoveries from this pioneering effort. He has performed an important role in its development from the initial stages.

PACE Set By Two Bushels of Wheat

How much does PACE cost?

Any way you look at it, a PACE course is a bargain for a Navyman. The charge for enrollment in a college-level course is very small—under $10.00, plus the cost of textbooks and other school supplies, approximately $10.00. That's for a two-credit hour course.

Compare this with what you would have to pay on a college campus today and you'll be astounded. The cost of the *PACE-Polaris University* program is borne primarily by the Bureau of Naval Personnel.

The thinking of Harvard and the Navy regarding this educational opportunity runs along similar lines. Harvard University's Extension Program actually started a little more than half a century ago, but it had its roots 130 years ago in the will of John Lowell, Jr., a Bostonian who pursued knowledge all his life.

Lowell will appeal to the Navyman. He was a man who loved to travel, and he started out in 1833, sailing the high seas with the intention that he would not return to America until he had seen "the circle of the earth."

When he died in 1836, in Bombay, India, his will provided a fund for educational lectures. He suggested that some of the courses be free, while "erudite and particular" courses might be offered at a small fee to students for a sum "not exceeding the value of two bushels of wheat." This philosophy has governed Harvard's extension program ever since.

The sailor seeking an education can reap the advantages of this same kind of philosophy, courtesy of the U.S. Navy.

Polaris University—Crewmembers of *USS Alexander Hamilton* (SSBN 617) take college to sea when they sail.

DOWN SOUTH—Submen at Charleston study math under FBM college program. *Rt: Polaris sub USS Sam Rayburn.*

Without Dean Phelps' perceptive vision of the program's educational potential, a Navy status report says, "*Polaris University* would never have progressed from experiment and trial to its present status of the most imaginative general education program in the Department of Defense."

"Extension students, whether they are enrolled in night classes in the city, or students far out at sea, are an interesting, varied group," says Dean Phelps.

And he should know—he is chairman of the Commission on Extension Courses, an organization made up of a number of universities, colleges and educational institutions in the Boston area.

Incidentally, it was from participating colleges of this organization that *Polaris* University drew many topnotch instructors.

WHAT IS an extension course? Is it an easy course with the educational values diluted?

Dean Phelps' answer points up the value of this education opportunity being offered the Navyman.

"These courses are the equivalent of regular college courses, the basic difference being that they are offered outside the campus. The *Polaris* or PACE instruction, of course, is specially tailored, adapted for such conditions as would be met by a Navyman at sea. The filmed lectures replace in part, and in concentrated form, the usual lectures in a course. They are supplemented, when the ship gets back to home port, by live classroom instruction and the instructor on shore duty also grades the students' final examinations. There is the same amount of reading to be done by the students as in the comparable Extension course given at Cambridge and Boston.

The development of the courses now being offered came about through the combined efforts of Harvard University personnel, the Commission on Extension Studies, experts from Boston's educational TV station, WGBH, and the Navy.

On the Navy side, the Personnel Research Laboratory, Submarine Flotilla Two, and the Special Projects Office had a dominant part in the early success of the program. BuPers' Assistant Chief for Education and Training now has responsibility for the expanded PACE effort.

HOW DOES the Navyman who participates in this program make

Acting administrative assistant shows prospective student books and films used at *Polaris* U. in Charleston.

Eligibility Requirements

The PACE program is now open to members of the crews of *Polaris* submarines and certain surface ships listed in the article on these pages. Plans call for its expansion to additional ships and also major naval shore stations.

At present courses are available to personnel of submarines operating out of New London, Charleston, S. C., and Hawaii, and to the crews of larger surface ships operating out of Boston, Newport, and San Diego.

Academic eligibility requirements vary with the participating colleges, but are minimal. The individual Navyman can limit himself to a few courses, or he can take them all. It is suggested that the student limit himself to one course at a time, and recommended that no more than two courses be taken simultaneously.

After satisfactory completion of all the courses, the PACE Navyman will have the equivalent of a two-year college extension education.

Individual courses also carry college credits which may be transferred to other colleges. (Final acceptance, of course, remains with the institution to which you apply for transfer.)

Completion of certain courses is a prerequisite for other, more advanced courses in the same field. Your education officer will have the details.

Participation in this program will not mean the loss of any benefits due you under the G. I. Bill. On the contrary, the Navyman expecting to go to college after retirement or release will find that completion of these courses will put him steps closer to a college degree.

PACE Navymen Select from This College Curriculum

Here's a list of the courses in the PACE Navy College program. Completion of some of the courses is a requirement before a student can qualify to take the next course. Not all of the courses are available at each location where the PACE-*Polaris University* program is now underway. A few of the courses are still in the production stages and not yet available. They are marked with an asterisk.

MATHEMATICS

- College Algebra
- Coordinate Geometrics (Analytic Geometry)
- Introduction to Calculus, Part I
- Introduction to Calculus, Part II (The Power Functions)
- Trigonometric Functions
- Elements of Statistics
- Introduction to Modern Algebra
- Probability

PHYSICS

- Introduction to Mechanics
- Introduction to Electricity
- Introduction to Wave Motion, Light and Sound
- *Quantum Physics
- Mechanics and Heat
- *Electricity and Magnetism
- Electronics

ENGINEERING

- Introduction to Computer Science, Part I
- *Introduction to Computer Science, Part II
- Introduction to Metallurgy
- Electrical Engineering

CHEMISTRY

- Basic Principles of Chemistry
- Chemical Equilibrium
- Covalent Bonds
- Elements and Their Compounds

ENGLISH

- *Expository English, Part I
- *Expository English, Part II
- American Literature
- English Literature

SOCIAL SCIENCES

- World History, Part I
- World History, Part II
- Ideologies in World Affairs
- A Study in Revolutions
- American History, Part I
- *American History, Part II
- American National Government
- Introductory Psychology

ADDITIONAL ELECTIVES

- *Introduction to Sociology
- *Principles of Economics
- *Introduction to Geography
- Slide Rule (non-credit)

out, Dean Phelps was asked.

"His grades are normal, and his participation is typical of extension courses generally. Our experience has been that the average Navy student is attentive, and he does well, considering the heavy calls of regular duty, and considering that he is carrying on his instruction in the most incredible places—under the sea, or way out at sea."

What about Navy dropouts? Dean Phelps was asked.

"Personal commitments and such factors as job demands have their effect on a student—whether that student is a person taking a course at sea, near the campus, or in the city. Rotation of personnel is another factor that has to be considered where the Navy is concerned.

"However, most of the Navy students, we find, have as much motivation and perseverance as Extension students on shore."

This was borne out in an official survey of close to a thousand FBM sailors who were enrolled in 66 *Polaris University* courses during 1965. The dropout rate for the year was 19 per cent, comparing favorably with the national dropout rate of 25 per cent for first year college students.

How does the Navy benefit from these courses? Dean Phelps was asked.

"In many ways. As one example, it has had the effect of encouraging men to enter NESEP (Navy Enlisted Scientific Education Program)."

Let's list here some of the more obvious points which have encouraged the Navy to sponsor *Polaris University* and its successor PACE:

- A method has been developed for providing first class instruction at sea—on a college level.
- The knowledge gained by a student is useful in his Navy assignment, and both directly and indirectly it helps him to advance in rate. The better trained a man is, the more value he is to the Navy.
- The program affords a Navyman an opportunity to put his off hours to a use which would not ordinarily be available within the confines of a ship at sea.
- The stimulation of class participation and group discussion on interesting subject matter is, in itself, a boost to morale.

SOME CRITICISM has been directed at the *Polaris U.* and PACE program as encouraging Navymen to leave the service at the end of their current enlistments to attend college on a full-time basis.

It is certainly true that PACE will pay off, as far as the Navy is con-

LEARNING TIME—Cruisermen go collegiate aboard CAG 1. Ship experimented in use of proctors during afloat phase.

COLLEGE AT SEA—Professor R. Albion and students discuss world history. *Rt:* Plans are discussed by Professor Brinton and Dr. Phelps with Chiefs of the Boat, Blue and Gold crews, T. G. Smith TMC(SS), and L. Berkey, EMC(SS).

cerned, only if men are retained for a reasonable period of time. But it has also been pointed out that many Navymen leave the service with unrealistic plans for a college career. They find out, after leaving the service, that they are not geared to a full-time academic life, or that they cannot afford to go to college unless they work, and they cannot do both.

Enrollment in college level courses *while still in the service* will enable the serviceman to find out whether he is temperamentally or educationally geared to college on a full-time basis. He can separate the hard facts of serious study from the pipe dreams of campus life.

The student finds out whether he really is interested in getting out and going back to college, and the Navy keeps those students who recognize that they prefer in-service training. In both cases it's a boost to morale. Either way, the Navy stands to gain.

LET'S HEAR what some of the men who have actually participated in Afloat-College-Education have to say.

Out in San Diego, Data Systems Technician Second Class Gary Blankenship was one of the first Navymen to enroll in afloat-education aboard the carrier *Constellation,* popularly known as Pacific Fleet University.

"The courses should help us a lot," he commented in a shipboard interview. "We know what the score is and are that much more anxious to get an education."

Back in Boston, aboard *Boston* (which was in drydock for overhaul) Lieutenant (jg) Hercule Michas, USNR, proctored a course in history as part of the cruiser's at-sea experiment in PACE.

"The course was very beneficial," he said. "Although it entailed a lot of reading, there was good work on the part of the men. There was a lot of class participation."

In the same ship, Lieutenant (jg) Laurence Mueller had a somewhat different reaction. He found the enthusiasm was sporadic, that class time conflicted with working hours. Enrollment of a number of men from the same duty section was also a factor that could disrupt ship operations.

Still another problem was the conflict with liberty. "It takes a highly motivated man to give up his liberty for a course. During the period that a ship is in port, chances are that if the time of the course conflicts too much with liberty, he will miss his class—or drop the course."

The foregoing illustrates the fact that an education, particularly at the college level, is not to be gained without hard work and some hardship. And there still are problems to be solved, not only for the Navy students but the ships themselves.

THE BIGGEST PROBLEM, according to Dean Phelps, is the matter of scheduling classes and providing a time for instruction that does not conflict too much with the operation of the ship and the time and energy of the crew, then coordinating the whole course so that participation will not be affected too greatly by normal rotation and turnover of personnel.

An executive officer in one ship commented that accommodations for classes in the ships' limited spaces was also an important factor. Undoubtedly the success of PACE in the surface forces will be measured in no small degree not only by the interest of the crew, but also by the cooperation of the division officers and the sponsorship of the ship's commanding officer and his XO.

Does Navy's Afloat College have any esprit de corps, such as you'd find on a college campus?

The following incident, related by Asst. Professor Brady Williamson, of Massachusetts Institute of Technology, demonstrates that it has. The professor conducted a course in metallurgy, meeting with his students in a basement office at Naval Station, New London, during the shore phase of the training.

Professor Williamson was discussing the enthusiastic sponsorship of Missile Technician John William Hospidor, now with the Polaris Missile Facility, Atlantic, in Charleston, S. C. At the time Hospidor was one of the Blue-Gold crews back in New London from a tour under the sea.

"Hospidor took it upon himself to become our volunteer promoter. He rounded up recruits for the college program, registered as many students as he could for the course, even set up a coffee club. He had notices publicizing the courses posted on bulletin boards, and he talked up the program at every opportunity.

"Best of all," the M.I.T. professor said, "Hospidor enrolled in as many courses as he could, and took an active part in classroom discussions.

"He was a booster. He had the real PACE college spirit."

—John A. Oudine

Tortuga: Home Base

USS TORTUGA (LSD 26) has just completed a mission in Vietnam as a base ship for *Operation Game Warden* river patrol boats (PBRs).

As the base for River Patrol Section 512, the dock landing ship's chief job was to support 512's boats in their operations on the rivers of Vietnam's rice-rich Delta.

Anchored in the South China Sea approximately 15 miles off the mouths of the Co Chien and Bassac rivers, *Tortuga* was a haven for both the returning crews and their boats after their long 12-hour patrols.

Take a look at the daily routine of a ship on this assignment:

The mother ship for the river patrol boats and their crews has her work cut out for her.

Air-conditioned spaces, hot food, a chance to catch a movie and to pick up their mail await the four-man crews upon their return.

The boats need personal attention, too, and *Tortuga's* maintenancemen take over.

As soon as they are hoisted out of the water and positioned in the LSD's well deck they are serviced and readied for the next patrol and, if necessary, repaired.

The cycle is seemingly endless as the patrols go on night and day.

Occasionally, however, the cycle is broken, usually by a call to help out in an emergency.

On 19 June, for example, *Tortuga* was called off station to assist in

BELTED BULLETS—Paul Knudsen, ENFN, stows PBR's ammo. *Rt:* Copter crew checks map while flying support for PBRs.

salvage and cargo offloading operations of an enemy steel-hulled trawler that had been forced aground and damaged in a heavy fire fight.

TORTUGA was also the base for UH-1B *Huey* helicopters from Detachment 29 of Helicopter Combat Support Squadron 1, homeported at Ream Field, Imperial Beach, Calif.

Detachment 29 in turn supported the PBRs with close-fire support and reconnaissance and surveillance flights.

The PBRs and *Hueys* worked together as a close-knit team in their joint efforts to clear the Viet Cong off the rivers of the Delta.

In addition to her chief mission as an *Operation Game Warden* support ship, *Tortuga* supported craft engaged in *Operation Market Time* patrols off the coast of Vietnam.

TORTUGA TOPSIDE—Sunset silhouettes LSD resting off coast of Vietnam.

at Sea

Market Time is the Navy operation designed to prevent the infiltration of Viet Cong personnel and supplies into Vietnam from the sea.

As the around-the-clock activity aboard *Tortuga* went on in support of Game Warden and Market Time operations, the majority of the ship's company went about their routine, at-sea chores.

The hull had to be painted, watches stood, brightwork polished.

Tortuga men also battled the ancient enemy of the sailor, boredom.

Because of her mission *Tortuga* could sail into no exotic ports, nor did her crew have even a normal amount of liberty.

But morale was high. The men kept busy. During off hours, there were regular volleyball sessions in the well deck, small arms firing practice off the stern and occasional liberty parties to Vung Tau, the rest and recreation center 75 miles up coast.

On her way home, *Tortuga* and her crew made up for being at sea or anchored offshore most of the time. The veteran LSD visited Subic Bay in the Philippines, and the liberty ports of Hong Kong and Yokosuka.

—Ted Jorgenson, JOC, USN

ON STATION—Market Time Coast Guard cutter heads for *Tortuga* for supplies. *Below:* Patrick Bailey, SN, performs maintenance on twin 50s of boat.

UP-SIDE DOWN

DOWN AT MCMURDO, one sure sign of summer is not necessarily the buzz of mosquitoes or the cheerful call of the red-eyed vireo. It is the tooth-rattling roar of icebreaking operations.

This month is high summer on the south polar cap. The temperature is well-nigh balmy and the sun shines all day and most of the night, too. For Operation Deep Freeze 67, it is the season of the icebreakers USCGC *Glacier* (WAGB 4), *Eastwind* (WAGB 279) and *Staten Island* (WAGB 278).

Few men in the wintering-over party are on hand to greet them. Most were relieved in October, the earliest date on which the first ski-equipped aircraft were able to land. By now, they are in CONUS, enjoying a well-earned leave and liberty before reporting to the next duty station or, perhaps, back to the ice.

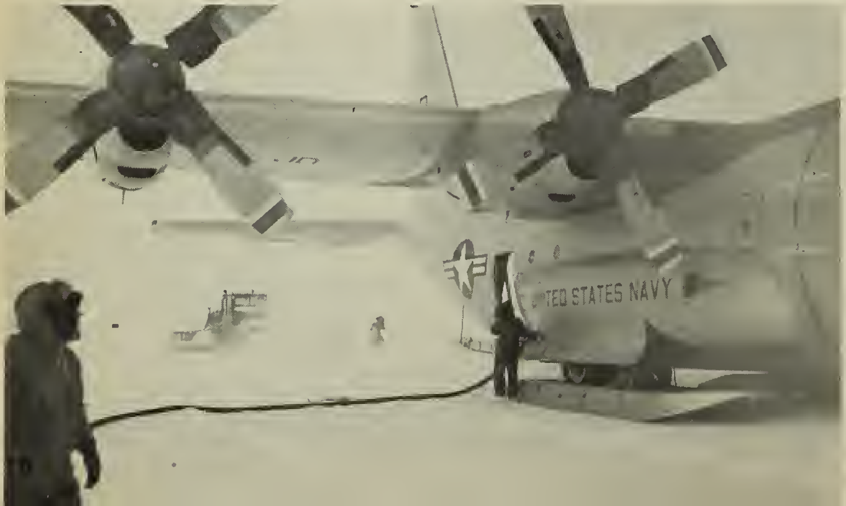
Headquarters for Deep Freeze 67 will be, as usual, at McMurdo Station. McMurdo is located at the edge of the Ross Ice Shelf and is the principal sea and aerial staging base as well as the major scientific station for U. S. exploration in Antarctica.

During last year's operation a new six-bed dispensary was completed at McMurdo and construction was begun on a new public works and transportation center.

Also last year groundwork was laid for a large two-story personnel center. This season, the construction of the building shell and installation of utilities for the subsistence, mechanical and laundry sections is expected to be completed. The finished facility will house 250 men and feed 500. It will be the largest building in Antarctica.

OTHER PROJECTS planned for this year include laying seven miles of fuel lines over the snow between McMurdo Station and Williams Field, installing a sewer system, constructing two warehouses, and enlarging a water distribution system from the distillation plant to the station facilities. A protective coating will be applied to fresh and salt water storage tanks and the water

WAY DOWN SOUTH—Navy airmen refuel a Navy *Hercules* aircraft on the snowy runways of William's field near McMurdo Station, Antarctica.



distillation plant will be activated.

The McMurdo projects—and those scheduled for other stations—will be carried out by Mobile Construction Battalion Unit 201 out of Davisville, R. I.

This year the Amundsoen-Scott South Pole Station will again serve as a refueling stop for aircraft en route to the new Plateau Station. Last year the fuel storage capacity at Pole Station was increased and early this season a 10,000-foot skiway will be prepared for air traffic.

The new Plateau Station was constructed last year. The station, designed to support eight men in one of the coldest areas on earth, was built with five air-transported modular vans which were connected at the site to provide living and working spaces. Three additional vans were flown in to provide an emergency shelter and a scientific substation.

Vans and construction material were airlifted to Plateau from McMurdo aboard ski-equipped C-130 aircraft.

DUTY

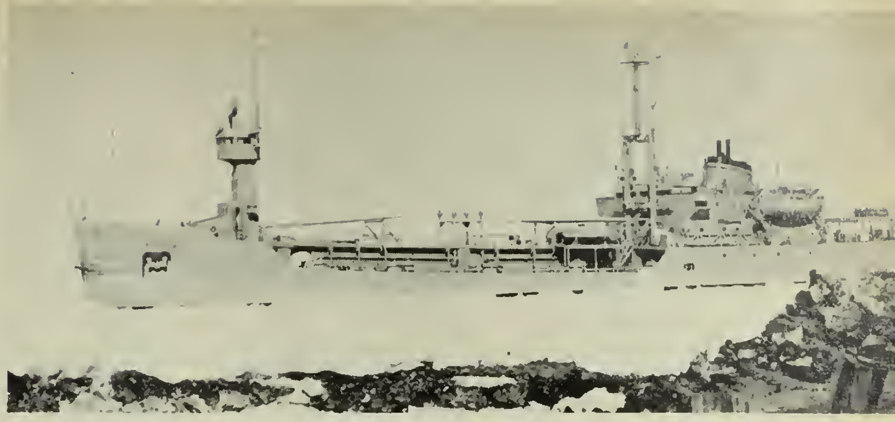
LAST WINTER the scientific staff at Plateau was forced to move into the emergency shelter for a short period when the generators at the main camp failed. This season the troublesome generators will be repaired or replaced. In addition a micromet tower (used to study meteorological characteristics of small and confined layers of air near the ground) will be built and a 14,000-foot skiway constructed.

Plateau Station will be manned for two years, then disassembled and moved to a new location.

Already this season at Byrd Station a 14,000-foot skiway has been built. Byrd Station, located in the heart of Marie Byrd Land, is more than 5000 feet above sea level.

Scheduled activities at Byrd this year include installation of a thermal deep-drill facility and the reinforcement of the roof trusses above the hydrogen generator building and radio noise vault.

This year's plans also call for Brockton Station, a seasonally manned weather facility, to be relocated. Disassembly began soon after the first Navymen reached the station early last month.



SIGN OF SPRING—When supply ships start to arrive at McMurdo it's spring.

At Palmer Station, on Anvers Island just off the coast of the Antarctic Peninsula, a temporary camp, a boat landing, a wharf, and a storage area are planned. In addition, the station will receive a new fuel distribution system and a new generator. Palmer Station is the northernmost U. S. site in Antarctica. It is located at a former British campsite.

The word for Hallett Station this year is no construction: just lots of penguins, as usual. Hallett is located near one of the largest known Adelie penguin rookeries. It is manned only in the summertime.

IN THE LAST few years there has been increasing interest in Deep Freeze operations by those respon-

WIND STORM with its blowing snow brings a temporary halt to activities at McMurdo. *Below.* An unusual 'roll' cloud formation obscures observation hill.

SNOW JOB—Navymen at McMurdo lay pipe from base to Williams Field.

sible for the U. S. space program. Experience in Antarctica provides valuable information on man's ability to survive and function in remote and austere areas.

Shelter is of special importance. Whether on the ice or on the moon, temporary facilities must be readily transportable, reliable, and easy to erect.

One of the Navy's solutions has been prefabricated modular vans such as those used at the Plateau Station (see above). The vans may be easily moved and assembled and provide relatively comfortable living and working quarters in an area where temperatures occasionally dip below the −120° mark.

A Navy doctor, as officer in charge of Plateau Station, observes and records the men's reactions to the isolation, darkness, altitude (12,000 feet) and cold. The data may prove useful when designing living facilities for future spacemen.

THE SUMMER population of the U.S. antarctic force is usually about 1200, but in the winter the figure is reduced to approximately 250. Those who remain through the long, dark season are isolated from civilization except for radio communications. By the time the wintering-over party departs Antarctica, the men have logged about one year on the ice.

The majority of Navymen in the wintering-over party are members of the Antarctic Support Activity. ASA is home-based at the Construction Battalion Center, Davisville, R. I.

The unit—one of the largest involved in the Deep Freeze operation —is responsible for providing food, housing, camp and equipment maintenance, construction support, and general housekeeping services for all U. S. stations in Antarctica.

Air Development Squadron Six provides aircraft transportation for men and cargo throughout the continent. AirDevRon Six aircraft are also used for reconnaissance flights and photographic mapping missions.

Ski-equipped aircraft flown by VX-6 include the *Hercules, Skytrain* and *Dakota.* The Navy airdales also use the wheel-equipped *Super Constellation* and the LH-34D helo.

IN ADDITION to the three Coast Guard icebreakers listed earlier, several other ships will go south in support of Deep Freeze 67.

USNS *Private John R. Towle* (T/AK 240) and *Wyandot* (T/AK 92) will carry a total of some 15,000 tons of surface cargo to Antarctica and to the support facility in New Zealand. This cargo includes almost six million gallons of bulk fuel to McMurdo and Palmer Stations.

Midway between New Zealand and Antarctica, two escort ships will take turns performing weather station duty. They are USS *Mills* (DER 383) and *Thomas J. Gary* (DER 326).

USNS *Eltanin* (T/AGOR 8) a laboratory ship is scheduled to conduct oceanographic research in the South Pacific and the Ross Sea. The vessel will make a brief stop in McMurdo in January.

The New Zealand ship HMNZS *Endeavour* will transport petroleum, oil and lubricants to Antarctica in support of U. S. and N. Z. stations.

The Naval Air Transport Wing Pacific, homeported at NAS Moffett Field, Calif., is responsible for flying high priority cargo to Deep Freeze activities. The group has scheduled 15 turnaround flights between Christchurch, N. Z., and Antarctica during November and early December.—Jon Franklin, JO1, USN

MEANWHILE BACK ON ICE a seal and its young watch what's going on. *Right:* Kenneth D. Dallas, ETC, USN, checks his flower garden at Byrd Station.

TWIN TOWERS of *St Francis River* and *Clarion River* show at recommissioning. *Right:* Launchers are visible on deck.

Rocket Rainmaker

USS ST FRANCIS RIVER (LSMR 525) belongs to one of the smallest classes of ships in the Navy, the landing ship, medium, rocket. But, though she is one of only three of her kind in commission, the ship is doing a bang-up job in the Vietnam conflict—and the pun is intended.

For example, on one of her missions, barrages touched off secondary explosions in 53 Viet Cong ammunition dumps.

The 207-foot ship, nicknamed "The Rocket Rainmaker," is not a new breed. Her predecessors were the medium landing ships, deck-loaded with rockets, that led the Tarawa and Kwajalein amphibious assaults in World War II.

LSMR 525, then unnamed, was commissioned in August 1945. The ship, along with 35 others of her class, was en route to Pacific Fleet duty when the war ended.

After a period in mothballs, the nameless LSMR 525 was reactivated and sent to Korea. Her battle ribbons tell tales of raids on Wonsan Harbor, Suwon Dan and Hodo Pando, and a commendation for the Tachen Island evacuation in 1955.

Near the end of 1955, LSMR 525 and her sister ships were named for rivers in the United States and sent again to the mothball fleet.

A second tour of hibernation now over, *St Francis River* is part of Inshore Fire Support Division 93 with sister ships USS *Clarion River* (LSMR 409) and USS *White River* (LSMR 536), and USS *Carronade* (IFS 1).

The Rocket Rainmaker's weapons include eight twin rocket launchers, a brace of twin 40mm guns and a five-inch/38-caliber single mount. She can pour support fire ashore with the strength of six destroyers.

Twice *St Francis River* has walked mass rocket salvos to within 500 yards of friendly forces to dislodge Viet Cong from their strongholds.

On one occasion, the ship intercepted a radio transmission between forces ashore indicating that a company of Viet Cong was retreating toward the coastline. *St Francis River* offered to block the escape, and was welcomed into the melee.

The Rocket Rainmaker closed toward the beach at flank speed and rained 426 rockets and 928 rounds of 40mm gunfire into the fleeing VC force. The escape was stopped cold.

The Rocket Rainmaker is still earning her nickname.

DAWN FIRING lights up LSMR as sparks from another rocket firing fill air.

"CORPSMAN!"—After receiving aid from a Navy corpsman a Marine is rushed to a helicopter for evacuation.

CORPSMEN ON

A marine infantryman lies in a muddy rice paddy firing his carbine at the unseen enemy. A mortar shell lands nearby. There's a cloud of debris flying through the air, then a sudden silence to be broken by the cry: "Corpsman!"

The term hospital corpsman means different things to different people. If you're a sick little boy, he's the one who makes you feel a lot better when he stops to give you a friendly pat on the head.

If you are a combat Marine fighting in Vietnam, he's a lot more. He's the sailor who goes with your company on each patrol in a noncombatant status, yet often takes as many risks as anybody in the company.

He's the one you count on to patch you up when you're hit, whether you happen to be sheltered in a ditch, or exposed to enemy machine gun fire.

Chances are, he's a hero, but you won't get him to admit it. Hospital corpsmen demonstrate their bravery daily in Vietnam. The more than 2100 corpsmen serving there with the Fleet Marine Force have distinguished themselves many times.

Since U. S. troops landed in Vietnam, three hospital corpsmen have won the Navy Cross. Two of them died doing so.

Hospital Corpsman 2nd Class Martin L. Gillespie, USN, was awarded the Navy Cross, posthumously, for an action which took place during Operation Texas in March 1966.

While on a search and destroy mission, Gillespie's platoon was hit by machine guns. When one Marine tried to knock out the guns with his rocket launcher, he was hit in the throat.

Gillespie dashed across over more than 30 yards of exposed ground to the fallen Marine, disregarding the enemy fire. While Gillespie worked to stop the bleeding, the enemy raked the surrounding area with machine gun fire.

He finally stopped the bleeding, then began moving the wounded man to cover, but in doing so he was mortally wounded by the machine gun.

Another corpsman who treated the wounded Marine stated later that the immediate medical treatment administered by Gillespie saved the wounded man's life.

During Operation Utah, Hospitalman Samuel G. Orlando, USN, was serving with Company H, Second Battalion, Seventh Marines. During a fire fight with a large Viet Cong force, he aided and evacuated many of the wounded Marines.

His company had been assigned to secure the high ground which dominated the battalion's right flank. After the objective was secured, the

AWARDED — Hospital Corpsman Third Class A. H. Garnett, USN receives Silver Star for heroism.

SHIPSHAPE—Copter flies wounded to hospital ship *USS Repose* where doctors and operating technicians take over.

CALL

enemy began hitting the hill with mortars and machine guns.

The platoon was being hit badly when Orlando voluntarily went to the embattled area to provide aid to the wounded. He crossed the hill, which was swept with heavy fire, and administered aid to several of the wounded and helped carry them to a covered area for evacuation.

On one of his trips, Orlando heard the cry for more machine gun ammunition. He grabbed the needed ammunition, delivered it, then began putting the belts of ammo together for the gunner, who was repelling an enemy attack.

When a man in front of him was hit, he crawled toward him to render aid, even though he could see that the enemy was almost on top of the position.

He reached the wounded man, but he was soon struck by enemy fire and killed. His body was later found next to the man he was aiding and, as observed by the battalion executive officer, it was obvious that he had no intention of leaving until his work was done. He too was post-

ON CALL—Corpsman readies wounded Vietnamese soldier for flight to hospital. *Above:* M. Norris, HM3, examines youngster during sick call for villagers.

Corpsmen prepare to X-ray

A blood check is made by HM

HM mans gear in combat zone blood bank

MANY JOBS—As members of the Navy medical team corpsmen perform many tasks that help patient's recovery.

humously awarded the Navy Cross.

Hospital Corpsman 3rd Class Billie Holmes, USN, was corpsman with an 18-man platoon which had been put deep within enemy-controlled territory to observe enemy movement.

The enemy discovered the platoon's position, and began a battalion-sized assault. When several of the Marines were hit, Holmes left his position to aid the wounded. Oblivious to shouted warnings to take cover, he moved from one wounded man to the next, giving emergency treatment.

Twice, when hand grenades were thrown into the defensive position, he covered the body of a wounded man with his own to protect him.

He was himself wounded by a grenade, and knocked unconscious by the concussion. When he regained consciousness, he saw that several more Marines had been wounded. Disregarding his own wounds, he repeatedly exposed himself to hostile fire, moving among the wounded administering treatment.

During the course of the 14-hour fight, every man in the platoon was hit by enemy fire. Holmes never once hesitated to go to the aid of a wounded man. He was awarded the Navy Cross.

These are, of course, only a few examples of the courage hospital corpsmen have shown in Vietnam. In addition to the three Navy Crosses, corpsmen have been awarded 18 Silver Stars, and more than 30 Bronze Stars. Their duties have also earned them over 400 Purple Hearts.

These hospital corpsmen who patrol with a Marine platoon are called line corpsmen. There are other hospital corpsmen—600 of them, in fact—scattered throughout Vietnam.

Many serve at Marine medical battalions, better known as field hospitals. Others are at Da Nang Hospital, the only Navy hospital in the country. More are stationed offshore in the hospital ship uss *Repose* (AH 16). You will also find them with Seabee units, river patrol forces, surveillance groups and, of course, many other units.

A man wounded in Vietnam has a better chance of living through the ordeal, and eventually being returned to his unit, then he had in previous wars. This is largely because of improvements in three important areas: on-the-spot treatment, prompt evacuation, and the establishment of fixed facilities for treating casualties.

On-the-spot treatment actually takes two forms. First, there is the line corpsman who is with the patrol when the man is wounded. He administers first aid and calls for a helicopter if necessary. Second, there are the forward collecting and clearing units which are usually set up close to the area of operations. Often a chopper can get the wounded man to one of these units in a matter of five to 10 minutes. The units are equipped to provide more definitive first aid and to perform surgery.

The helicopter is playing a tremendously important role in the evacuation of casualties from the battlefield to a medical facility. In previous wars, wounded men were delivered to battalion aid stations by truck or other overland conveyance, with a resultant slow, bumping trip.

In Vietnam, many casualties are saved, simply by getting prompt medical attention.

As if the treatment of casualties weren't enough, Navy hospital corpsmen in Vietnam have another job to do. It's called civic action, and it has proven effective in fighting the "other war" of winning the hearts and minds of the Vietnamese people.

The part of this program which involves corpsmen is called MEDCAP, for Medical Civic Action Program. Usually, this program is an organized command effort, with teams visiting villages weekly or more often to treat the sick among the Vietnamese civilians.

Sometimes, however, individual corpsmen feel this isn't enough, and use their off-duty hours to make special trips to the villages on their own.

To get an idea just how multitudinous are the jobs performed by

ON DECK—Casualty from combat, landed aboard *Repose* anchored offshore and is rushed to operating room. *Rt:* Surgeon and HM wash for operation.

hospital corpsmen in Vietnam, rejoin the wounded Marine in the rice paddy as the company corpsman crawls through the muddy water to help him.

After a quick examination to see how badly he is injured, the corpsman tries to stop the bleeding, and injects morphine into the wounded man to relieve his pain. Then he helps him back to a defensive position and calls for a chopper to come in and pick him up.

When the MEDEVAC chopper gets to the pickup zone, a crewmember jumps off and helps get the wounded man onto a stretcher and into the helicopter.

TEN MINUTES after the man was hit, the chopper lands at the field hospital, and the wounded man is being examined by a doctor. A corpsman, meanwhile, is taking his blood pressure, determining his blood type, and setting aside blood for him.

The examining doctor decides that an X-ray should be taken, and a corpsman sets up the machine and takes a picture of the wound. Twenty minutes after he entered the hospital, blood is being pumped into the Marine.

From there, he enters the shock and debridement room, where various methods are used to bring him out of shock, and any remaining steel fragments are picked out of his wound.

Then he is moved into the intensive care unit, where another corpsman stays with him at all times, to keep him from slipping back into shock, and he is prepared for surgery.

The corpsman wheels him to the operating room, where the doctor operates on him. During the operation, corpsmen assist the surgeon in such ways as setting up anesthesia equipment, and scrubbing and passing instruments.

After surgery, the Marine goes back to the intensive care ward, where he will be constantly attended by a corpsman. Here, he remains from six to 48 hours, until the doctor decides that he can travel.

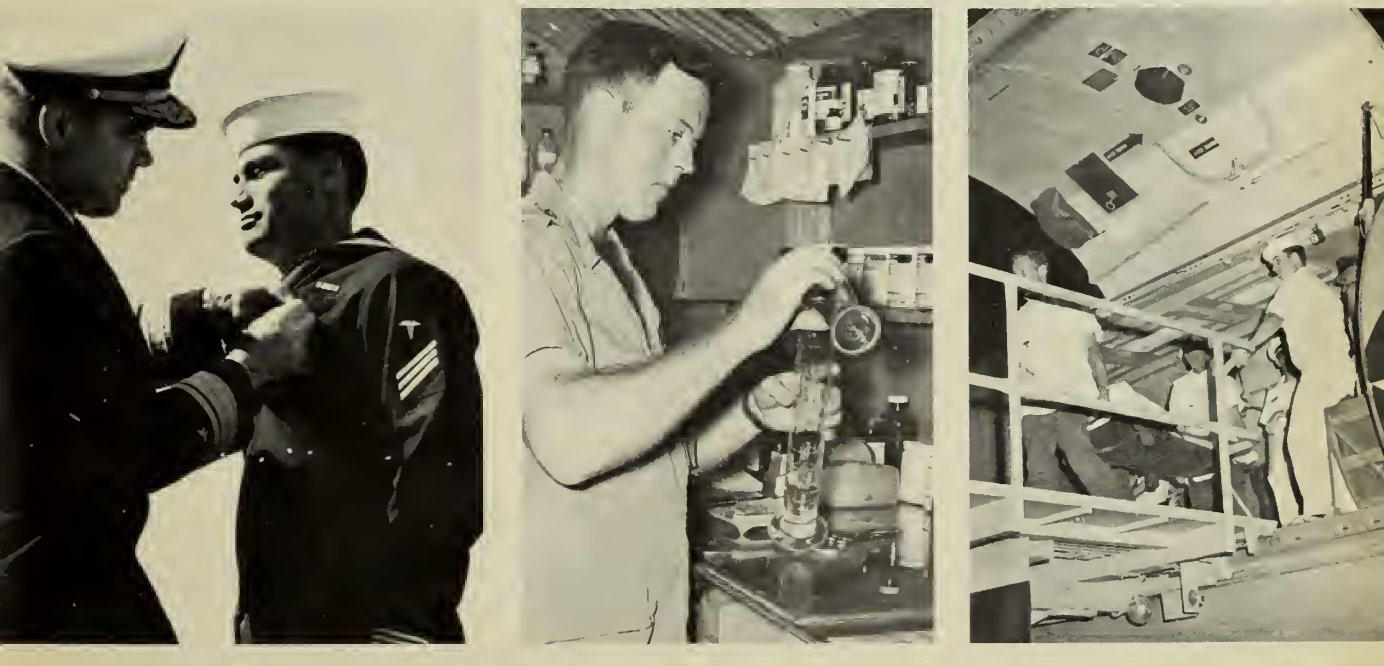
Then he is removed by helicopter to a more permanent facility. If his wound was serious enough, he will be flown to the United States to recuperate, or, if possible, he will be returned to his unit.

Possibly he will reflect on his experience, and on the men he has seen at work. He perhaps has a better understanding of their job. He has seen the hospital corpsmen doing the hundreds of jobs required in the daily routine of saving the lives of combat casualties.

He will be grateful to be alive. Thankful that these men had been nearby when he lay in the rice paddy and yelled "Corpsman!"

—Jim Teague, JO1, USN.

DAY'S WORK—Paul Hinojos receives Bronze Star, S. C. Cline works in pharmacy and corpsmen deliver wounded.



USS Nicholas (DD 449) commissioned 4 Jun 42 shown today after FRAM and dressed for WW II

First Ladies

USS Constitution (IX 21) commissioned 1798

USS Cimarron (AO 22) commissioned 20 Mar 39

USS Essex (CVS 9) commissioned 31 Dec 42

During recent months All Hands has mentioned certain ships that were celebrating their 25th anniversary of commissioned service, thus establishing an unofficial "Over-25 Club." Membership in the club is limited, to say the least. A ship must have been commissioned over 25 years ago, have never been decommissioned, and still be in an active status.

It seems Navymen take great pride in citing their ship as one which has displayed staying power. And well they might, for it is this ability to go-go-go, and then go some more, that has kept our Fleet up to its continually high state of readiness.

These ships have proved that they are tenacious, and over the years their crews have been sailors who knew how to take care of a ship.

This brings up an obvious question: *Which are the oldest commissioned ships in the Navy?*

There must, of course, be a couple of ground rules for such a list. First of all, we have to bypass the rules of the Over 25 Club, simply because they are so strict.

That other little rule about continuous service, with nary a day in decommissioned status, would narrow the field down to about eight. Therefore, this list will include the oldest of the *active commissioned* ships in the Navy.

Another point that should be mentioned is that any ships which are not actually *in commission* are not included, even though they might be *in service* and have been around for quite a while.

For this reason, you will not find *Sequoia* (AG 23), the SecNav yacht, on the list, even though she was commissioned by the Navy in 1933. Many other ships fit into this category, including many harbor tugs and other auxiliary vessels which have seen long and distinguished service.

Now, here's the list:

- Any discussion of the older ships in the Navy must begin with uss *Constitution* (IX 21). This famous man-of-war was commissioned in 1798, and is at present in commission, serving as a historical memorial at Boston Navy Yard.

Constitution served as flagship for the fleet of American vessels which blockaded the port of Tripoli in 1803, and fought in the War of 1812, where she earned the nickname *Old Ironsides.* She narrowly missed being broken up twice after her gallant service, but finally became a shrine at Boston on 7 May 1934.

USS Grouper (AGSS 214) commissioned 12 Feb 42

USS Prairie (AD 15) commissioned 5 Aug 40

# of the Fleet

• Were it not for *Old Ironsides*, uss *Cimarron* (AO 22) would have the distinction of being the Navy's oldest ship in commission. She is the oldest continually active commissioned ship in the Fleet.

Cimarron was commissioned 20 Mar 1939, and participated in almost every major naval operation in the Pacific during World War II, including the one that launched Doolittle's flyers for the first raid on Tokyo.

She was right on the scene during the Korean war, too, refueling many of the amphibious ships that took part in the Inchon invasion. During that war, she fueled more than 200 different United Nations' ships.

In 1954, *Cimarron* participated in the "Passage to Freedom" operation in Indo-China, serving as flagship of the support group which helped evacuate northern Vietnamese refugees to South Vietnam.

• uss *Platte* (AO 24) was commissioned 1 Dec 1939. Along with sister *Cimarron*, she provided logistic support for the carrier task forces that fought the Battle of Midway.

She earned 17 battle stars for her operations in World War II and Korea. She is now operating with the Seventh Fleet.

• uss *Dixie* (AD 14) was commissioned 25 Apr 1940. After roaming over most of the Pacific during World War II, she showed up at Bikini Atoll in April 1946, when the first postwar atom bomb tests were being conducted.

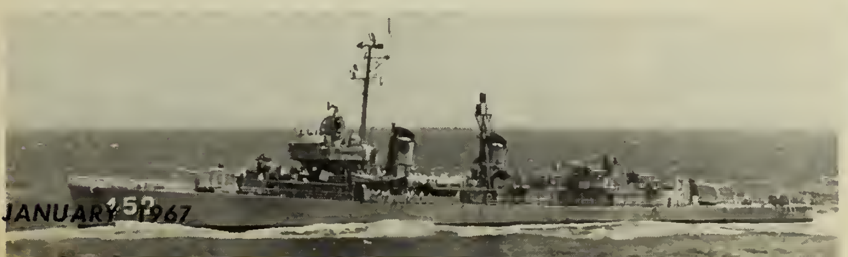
During the Korean conflict, she performed her usual first-class repair job, and even got in a few licks herself when her guns helped bombard the enemy-held coastline in January 1951. *Dixie* now serves in the Pacific Fleet.

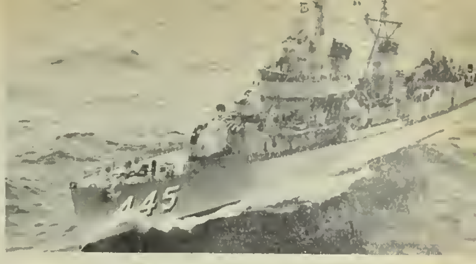
• uss *Prairie* (AD 15) was commissioned 5 Aug 1940. She served in both the Atlantic and Pacific Fleets during World Yar II; now serves with the Pacific Fleet.

• uss *Sabine* (AO 25) was commissioned on 25 Sep 1940. Her World War II exploits included participation in the invasions of Guadalcanal, Okinawa and Iwo Jima. She is now serving with the Sixth Fleet in the Mediterranean.

• uss *Kaskaskia* (AO 27) was commissioned on 29 Oct 1940, and spent all of World War II in the Pacific. Enemy planes discovered that *Kaskaskia* could do more than just deliver oil to U.S. warships. Twice she was attacked by enemy aircraft, but both times her antiaircraft fire made the attacking pilots

USS O'Bannon (DD 450) commissioned 26 Jun 42





USS Fletcher (DD 445) commissioned 30 Jun 42

USS Tunny (SSG 282) commissioned 1 Sep 42

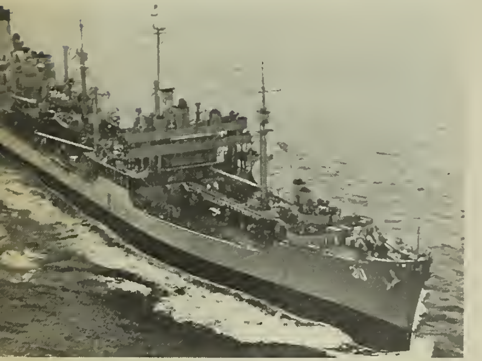
USS Hancock (CVA 19) commissioned 15 Apr 44

USS Ticonderoga commissioned 8 May 44

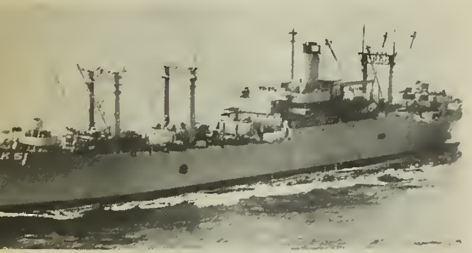
USS Lexington (CVS 16) commissioned 17 Feb 43

USS Intrepid (CVS 11) commissioned 16 Aug 43

USS Yorktown (CVS 10) commissioned 15 Apr 43



USS Chemung (AO 30) commissioned 3 Jul 41



USS Castor (AKS 1) commissioned 12 Mar 41

think better of it and turn tail. *Kaskaskia* now operates with the Sixth Fleet.

• USS *Aldebaran* (AF 10) was commissioned 26 Dec 1940. She spent most of the war shuttling provisions between San Francisco and the Pacific islands. She was present in Tokyo Bay on 2 Sep 1945, when the terms of the Japanese surrender were signed aboard *Missouri*. She is now an Atlantic Fleet ship.

• USS *Castor* (AKS 1) was commissioned on 12 Mar 1941. She has seen lots of variety in her duties. Consider some random dates. On 7 Dec 1941, she was at Pearl Harbor, fighting off attacking enemy planes with her three-inchers. In August 1954, she was in Indochina, issuing supplies to ships evacuating war refugees. In April 1955 she was making underway replenishments to ships of the Formosa Patrol. Today, she is assigned to the Seventh Fleet in WestPac.

• USS *Salamonie* (AO 26) was commissioned in April 1941. She spent most of World War II in the Atlantic, sailing with convoys to and from Great Britain. She went to the Pacific in July 1944, where she spent the rest of the war. Her duty there included nine trips to the Persian Gulf as part of the "Bahrein Shuttle" supplying the ships in the Western Pacific with oil. She is now back in the Atlantic Fleet.

• USS *Mount Baker* (AE 4) was commissioned 16 May 1941. First known as *Kilauea*, she became *Mount Baker* in March 1943. She spent much of her wartime career in the Mediterranean/European area, supplying ammunition to ships in such ports as Oran, Algiers; Arzeu; Bizerte; Palermo, Sicily; Clyde River, Scotland; Plymouth, England; and

USS Kaskaskia (AO 27) commissioned 29 Oct 40

USS Vulcan (AR 5) commissioned 16 Jun 41

USS Salamonie (AO 26) commissioned Apr 41

USS Guadalupe (AO 32) commissioned 19 Jun 41

USS Fulton (AS 11) commissioned 12 Sep 41

Londonderry, N. Ireland. *Mount Baker* now operates with the Seventh Fleet.

- USS *Guadalupe* (AO 32) was commissioned 19 Jun 1941. She earned 12 battle stars for her part in World War II operations in the Pacific. She is still active with the Seventh Fleet.
- USS *Vulcan* (AR 5) was commissioned 16 Jun 1941. From 1941 to 1944, she operated in the Atlantic and Mediterranean areas, basing at Argentia, Newfoundland; Hvalfjordur, Iceland; Algiers and Mers-El-Kebir, Algeria; before transferring to the Pacific. *Vulcan* received a battle star for participating in the invasion of Normandy, including bombardment of Cherbourg. She now repairs ships of the Atlantic Fleet.
- USS *Delta* (AR 9) was commissioned in June 1941. She was first commissioned as a cargo ship (AK 29), then became a repair ship on 3 Mar 1943. Her repair beat was the Atlantic during World War II. In the month of August 1943, she managed to work on 248 ships and amphibious craft, then shot down a couple of attacking planes of the Luftwaffe. *Delta* is now in the Pacific Fleet.
- USS *Markab* (AR 23) was commissioned 15 Jun 1941. She began life as an attack cargo ship (AK 31), but became a destroyer tender (AD 21) in September 1942, and supported many invasions in the Pacific. She was placed in mothballs in 1947, came back to active duty in 1952, and was again decommissioned in 1956. In 1960 *Markab* was again commissioned, this time as a repair ship. She is presently operating with the First Fleet off the West Coast.

Over 25, Without a Break in Service

Since the establishment of the Over-25 Club, the requirement that the ship's active commissioned life be continuous from commissioning date has managed to keep the club small and select.

To the best of our present knowledge, only eight ships qualify as members. They are:

Ship	Commissioning Date
Cimarron (AO 22)	20 Mar 1939
Platte (AO 24)	1 Dec 1939
Dixie (AD 14)	25 Apr 1940
Prairie (AD 15)	5 Aug 1940
Aldebaran (AF 10)	14 Jan 1941
Salamanie (AO 26)	28 Apr 1941
Guadalupe (AO 32)	19 Jun 1941
Vulcan (AR 5)	16 Jun 1941

There may be others. USS *Constitution* (IX 21) has not been forgotten, but she really belongs in a class all by herself.

- USS *Chemung* (AO 30) was commissioned 3 Jul 1941. She operated in the Atlantic during most of World War II, crossed the sub-infested North Atlantic 28 times. Once she made a round trip alone to Iceland, dependent solely on her high speed and small guns for safety. She is now operating with First Fleet.
- USS *Fulton* (AS 11) was commissioned 12 Sep 1941. She roamed all over the Pacific during World War II, setting up seaplane bases, repairing submarines and other ships, and found time to build a rest camp for submariners in New Guinea.

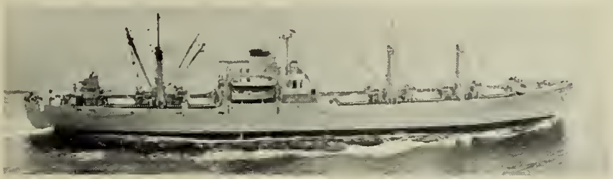
On 1 Apr 1958, the submarines USS *Nautilus* (SSN 571), *Skate* (SSN 578), and *Seawolf* (SSN 575) were assigned to Submarine Squadron 10, and *Fulton* became the first ship assigned to support nuclear-powered ships. *Fulton* is an Atlantic Fleet tender.

- USS *Rainier* (AE 5) was commissioned 21 Dec 1941. During World War II she delivered ammunition used by our ships in the Battle of Midway and later operations at Tarawa, Kwajalein, and Majuro, in the Marshalls. She is now part of the Pacific Fleet.

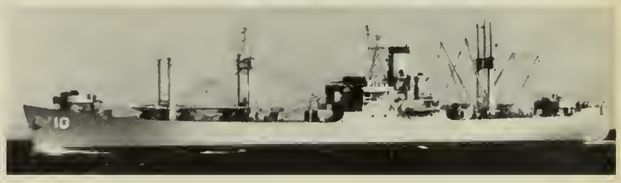
Well, there you have it. The list of Grand Old Ladies of the Fleet. Is your ship among them? If so, you can be mighty proud of her. She has done her full tour of duty. And then some.

It is possible, of course, that we inadvertently left your ship off the list, even though she qualifies as a very salty lady. If so, tell us about her.

—Jim Teague, JO1, USN



USS Rainier (AE 5) commissioned 21 Dec 41

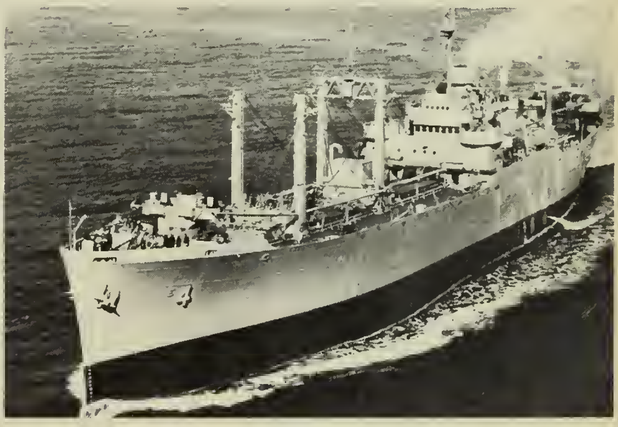


USS Aldebaran (AF 10) commissioned 26 Dec 40

USS Markab (AR 23) commissioned 15 Jun 41

USS Delta (AR 9) commissioned Jun 41

USS Mount Baker (AE 4) commissioned 16 May 41



USS Boston (CAG 1) commissioned 30 Jun 43

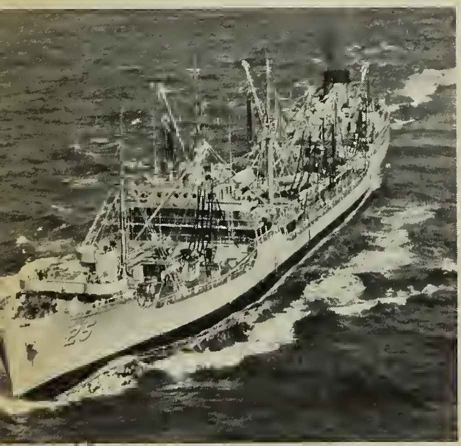
USS Boston as (CA 69)

USS Saint Paul (CA 73) commissioned 17 Feb 45

USS Platte (AO 24) commissioned 1 Dec 39

USS Dixie (AD 14) commissioned 25 Apr 40

USS Sabine (AO 25) commissioned 25 Sep 40



More Firsts in Combatant Ships

It might be well, since we're discussing the older ships in the Navy, to list the oldest combatant warships in the Navy, according to type. Some of them, of course, are not quite 25 years old, but they all have shown that very useful quality called staying power. Here they are:

- The oldest active destroyer in the Navy is USS *Nicholas* (DD 449). She was commissioned 4 Jun 1942, and began a distinguished career soon after.

During World War II, *Nicholas* earned a Presidential Unit Citation for her part in rescuing survivors of USS *Helena* (CL 50) following the battle of Kula Gulf, in July 1943.

She also took part in the New Guinea, Gilbert and Marshall Islands, Morotai, and Leyte operations. During these campaigns, she sank two Japanese submarines. Later, she participated in the landings at Lingayen Gulf, Tarakan, Brunei Bay, and Okinawa.

As a fitting climax to her career, she was one of the three destroyers chosen to escort USS *Missouri* (BB 63) into Tokyo Bay to accept the Japanese surrender.

She was decommissioned in June 1946, but came back to the active Fleet in 1961.

Nicholas is the oldest active destroyer by only a few weeks. USS *O'Bannon* (DD 450) was commissioned on 26 Jun 1942, and *Fletcher* (DD 445) was commissioned four days later.

- USS Grouper (AGSS) is the oldest commissioned submarine. Though she now is classified as an auxiliary submarine, she still has her combatant capabilities. She was commissioned 12 Feb 1942.

Grouper made 12 war patrols during a distinguished World War II career, and earned 10 battle stars. She was credited with sinking 17,983 tons of enemy shipping and rescuing nine downed aviators.

Grouper became an auxiliary submarine in June 1958, and was assigned to the Underwater Sound Laboratory at New London, Conn. She is still with the Atlantic Fleet.

Now that *Grouper* is an AGSS, USS *Tunny* (SS 282) is the oldest SS-hull classification submarine on active duty. She was commissioned in September 1942.

- The oldest aircraft carrier on active duty is USS *Essex* (CVS 9). Now an antisubmarine warfare carrier (CVS), *Essex* was first commissioned CV 9, on 31 Dec 1942.

Her war record, though too extensive to retell here, is nothing short of fabulous. Wherever there was fighting, *Essex* and her planes were there too. Here are some of the operations for which *Essex* earned battle stars: Marcus Island, Wake Island, Gilbert Islands, Marshall Islands, Truk, Marianas, the Battle of the Philippine Sea, Tinian, Leyte, Luzon, Iwo Jima, and Okinawa.

The oldest carrier still with the attack (CVA) designation is USS *Hancock* (CVA 19), commissioned in April 1944. A close second is USS *Ticonderoga* (CVA 14), commissioned a month later than *Hancock*.

Some of the older carriers that have since became antisubmarine warfare carriers are USS *Lexington* (CVS 16), commissioned in February 1943, *Yorktown* (CVS 10), commissioned in April 1943, and *Intrepid* (CVS 11), commissioned in August 1943.

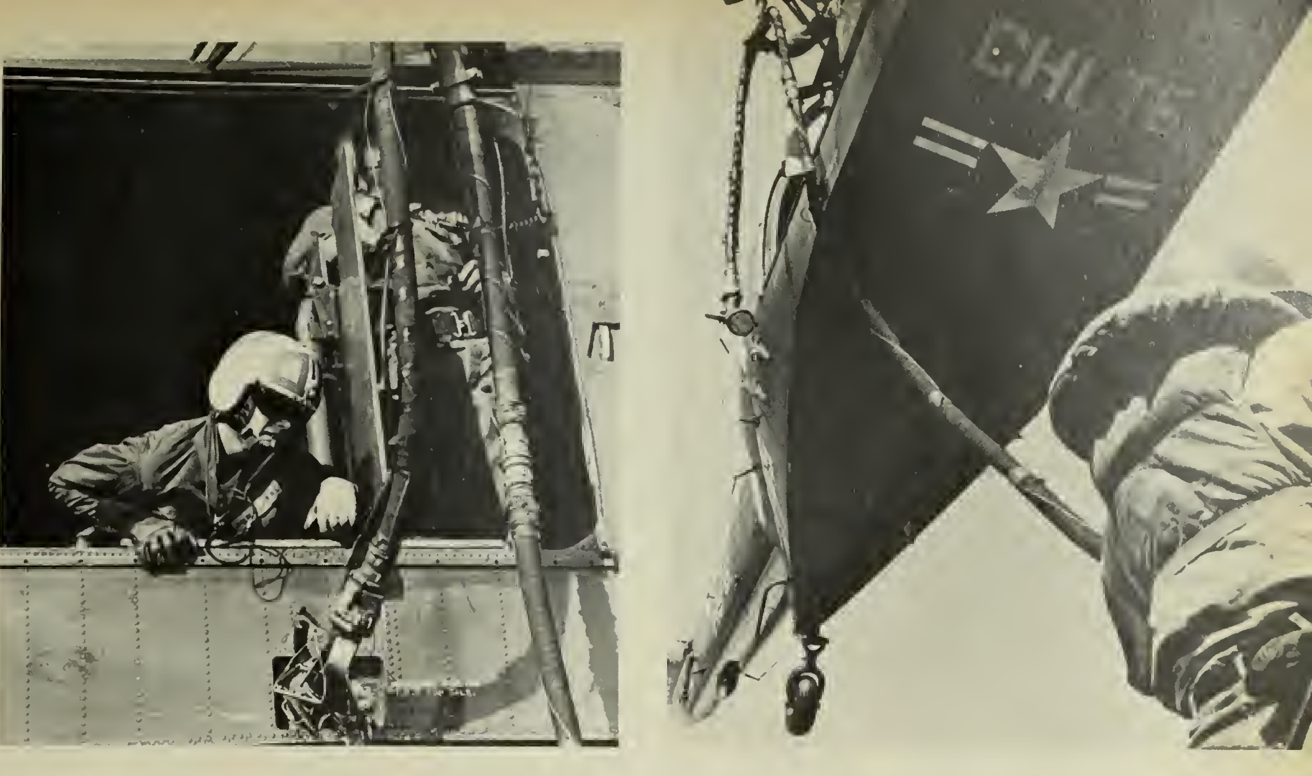
- The oldest cruiser still in commission is USS *Boston* (CAG 1), although she was switched from heavy cruiser to guided missile cruiser in 1955.

She was commissioned a heavy cruiser (CA 69) in June 1943. Her wartime jobs included screening carriers from enemy air attacks, and supporting Marine landings on enemy beachheads. Some of her many battle stars are in recognition of the firepower she provided during the assaults on Kwajalein, Majuro and Eniwetok; the raids against Truk, Ulithi, Woleai, Ponape, Yap, Palau, and Satawan; the Marianas operations, and the Western Carolines, Western New Guinea, Leyte, Luzon, and Iwo Jima campaigns.

During the attack against Formosa on 14 Oct 1944, *Boston* rescued the severely damaged cruiser USS *Houston* (CL 81) which had been torpedoed, towing her out of further danger.

She was recommissioned CAG 1 on 1 Nov 1955, now operates with the Atlantic Fleet out of Boston.

The oldest cruiser which still carries the heavy cruiser designation is USS *Saint Paul* (CA 73). She was commissioned in February 1945.



FILL 'ER UP—Helicopter crewmen watch the rig as fuel flows. *Rt:* Hose is hoisted to hovering helo.

Helo Pipeline

MAN ALL HELO inflight refueling stations on the double.”

The command rings out on board the Seventh Fleet destroyer USS *Gurke* (DD 783) in the Tonkin Gulf and 17 men scramble to their appointed places.

Hoses are pulled out, the pump room is manned, rubber boots are slipped on, safety observers stand by their stations and a firefighter puts on his asbestos suit.

The evolution is relatively new, but answering the call to inflight refueling stations has quickly become a familiar thing for the *Gurke* crew. During their last two 30-day periods in the Tonkin Gulf, they have averaged five refuelings a day.

Inflight refueling was perfected some 21 months ago to extend the patrol time of ASW helicopters. The process fits in perfectly with Navy search and rescue (SAR).

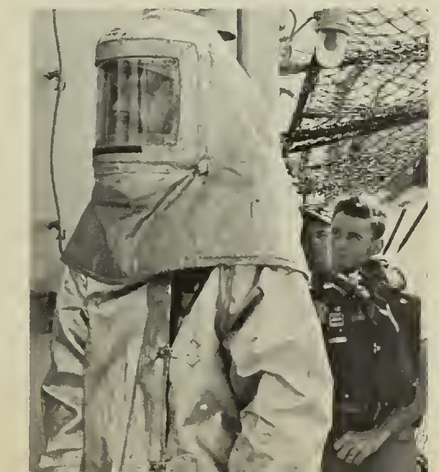
By extending the aircraft's normal flight time, SH-3 helos like those flown by Helicopter Antisubmarine Squadron Six from the aircraft carrier USS *Intrepid* (CVS 11), now spend six- to 10-hour periods on their SAR stations in the Tonkin Gulf.

The value of inflight refueling to keep those helos on station has been proven numerous times, such as the recent rescue of an Air Force pilot who was shot down north of Haiphong and picked up less than a mile from the North Vietnamese coast. A few minutes later and he could have been in the enemy's hands.

To the men in *Gurke's* single refueling crew, manning their stations means extra work, interruptions in their regular tasks and sometimes loss of sleep. But they are proud of their assignment to this special work.

—Story and Photos
by Jim Falk, JOC, USN

IN CASE—Firefighting members of *Gurke's* refueling crew stand by.



ON STATION—Refueling rig is set up. *Below:* Refueling DD men control hose while pumping gas up to copter.

FOUR STAR FORUM

Suppose You Were CNO for Sixty Minutes

Married and Single Men

If I were CNO, I would take two ships of the same class and, on a trial basis, man one by married men and the other by single men. The two ships should have the same home ports, same ports of call and time at sea.

At the end of a given period—say, a year—compare the two for cleanliness, operational and battle efficiency, combat readiness and morale. I believe the ship with the single men would rate much higher.

From my own experience at sea, I believe that 90 per cent of the single men make better sailors.

At liberty call, the married sailor is usually ready 15 to 30 minutes before the hour and meanwhile, the single man is still on deck and on the ball. This is especially true in the case of boatswain's mates, who work long hours and whose work is never done.

When a married man wants early or special liberty, all he has to do is tell a sad story to his division chief or department head, write "wife" on a special liberty chit, and he is gone on liberty. In some cases, when he has the duty, he doesn't even need a standby. Let a single man try this and see what happens.

You'll find deck divisions of 30 to 40 men being run by a lone petty officer—single of course. Start early and finish late. I can just visualize what would happen if I went ashore at 1600 and reported aboard at 0730.

The two trial ships with married and single crews would help prove a point which many single sailors have been trying to make for years.

D. L. Paust, BM2, USN
D. E. Garcia, BM2, USN
USS Firedrake (AE 14)

Good Conduct Medal

Why not engrave the recipient's name and inclusive dates on the Good Conduct Medal. This is a ranking medal and it represents a good record and a clean slate.

What about the expense of adding this engraving? This medal represents a period of time when no court-martial was necessary. The cost of convening and reviewing the court-martial proceeding would greatly exceed the cost of engraving the medal.

Gilbert L. Halverson, ICCS, USN
Lakewood, Ohio.

PNA Points

I agree that the Navy has the best examination and promotion system of all the armed forces. However, here's a suggestion which might further improve it.

Not only are men who have passed the exams (but not advanced) without tangible reward, but they are required to take the same exam six months later. Many of the men in the frozen and tight noncritical ratings have passed the exam five or six times with high averages and still remained PNA. For these men, I suggest the following:

- Establish a special multiple points award based on two points for each time they successfully passed a petty officer exam but have not been advanced, to a maximum of 10 points. These would be awarded to personnel in each grade from E-3 to chief of the PNA category and would count in the basic multiple for advancement.
- When a man advances to the next higher grade, his multiple would be reduced to the normal, basic multiple earned by quarterly marks, time in grade, years of service and awards.

N. C. Power, SK1, USN

Chief of Naval Operations ADM David L. McDonald arrives at Saigon to visit Navy units in the Western Pacific.

Regulation Brown Shoes

I have always taken great pride in wearing the Navy uniform and, when advanced to chief, I tried to buy a pair of regulation brown shoes to go with my new uniform.

I discovered there is no such thing. A small point perhaps, but a uniform means "uniform."

Among the top three enlisted grades and in the officer ranks, it seems that no two people wear the same style or color of brown shoes.

At quarters this morning, the five chiefs in my division wore shoes in shades of brown, oxblood, cordovan and tan.

Brown shoes are still listed as part of the minimum sea bag. *Navy Uniform Regs* says that chief petty officers and commissioned officers must have two pairs. Yet they were dropped from the Navy supply system in May 1965. Why?

I believe this could be straightened out in short order.

Guy A. Marshall, PHC
USS Constellation (CVA 64)

Instructor Duty

When a chief or first class reaches 20 years of service, he is skilled in his profession and in many cases would like to continue to serve in the Navy. However, although he may be skilled, he is also considerably older and shipboard life is no longer for him. That's one of the considerations which lead him to request retirement.

If we had a program to keep this

man,—with his skill, experience and efficiency—still connected with the Navy after he reaches retirement status, everyone would benefit.

A man who likes to teach and who is truly dedicated to this type of work is difficult to replace. When this man is ready to retire, why not offer him a contract for three to four, or five to 10 years to stay on and continue to teach the younger men in, perhaps, a quasi-military capacity?

I'd jump at the chance, and so would others.

Richard L. Bronson, ATC, USN
San Diego, Calif.

Enlisted Pilots

I would like to make a suggestion concerning what I believe to be an injustice to enlisted aviation pilots. They are doing an officer's work on an enlisted man's pay.

As everyone knows, there is no rate for an AP as such; it is a specialty rating tacked on to a conventional rating such as AD, AM, AT, or the like. At the moment, I believe, there are 37 enlisted pilots and of these, 24 are E-7s.

Ask any one of them why he has never made E-8 or E-9 and you'll be told that he has never had the opportunity to attend "B" school (what good would it do him in flying?), does not work in his conventional rating and, because of the amount of study and training required to keep him abreast of modern day flying conditions, he is unable to pass the exam for his rating in the higher brackets.

If I were CNO for an hour, I would take steps to recognize the real talents of our enlisted aviation pilots and have them appointed permanent E-9.

This would enhance the position of these truly dedicated men.

J. Harry Skinner, PHCM

Square Away the Filing System

I'm sure every yeoman, like myself, is familiar with the Navy-Marine Corps Standard Subject Classification System. However, how many are using it correctly?

My problem is this: My ship, like every other ship in the Fleet, receives a never-ending flow of correspondence. Much of this eventually requires filing. I have noticed on several occasions that two pieces of correspondence which are identical in subject will have two different classification numbers. What shakes me is that both numbers apply, one as well as the other.

It is quite evident that something could be filed under one of the numbers in the system and be lost forever.

My suggestion is to revise (and cut down) the system so it will leave no doubt as to subject, and thus prevent duplication. This will not reduce the amount of filing, but it will eliminate some of the folders that are now required, and make correspondence easier to find.

I fully realize that this would be a drastic change to the administrative system of the Navy, but it would help those who try to find a specific piece of correspondence which could be under any one of several subjects.

P. I. C. YN3

Driver Education Program

As CNO, I'd start an accredited Driver Education Program—on a Navy-wide basis at all shore installations. It would be available to all naval personnel and compulsory before advancement to PO. It would reduce accidents involving Navy people and would lower the cost of insurance for service personnel. I

An Invitation from Topside

Do you have a pet project you want to get off the ground? Do you have the solution to a problem that has been bothering you? The Navy is interested in hearing about it.

Now is your chance. The invitation comes directly from the Secretary of the Navy and the Chief of Naval Operations. The ideas of enlisted and officer personnel alike are solicited with the aim of improving efficiency, organization, operations, morale and esprit de corps.

What would happen, for instance, if through some small miracle, you were suddenly appointed CNO for an hour? What would you do? What steps would you take to make the Navy more effective? What policies would you initiate? What problems do you think are the most pressing? How would you, as a four-star admiral, solve them?

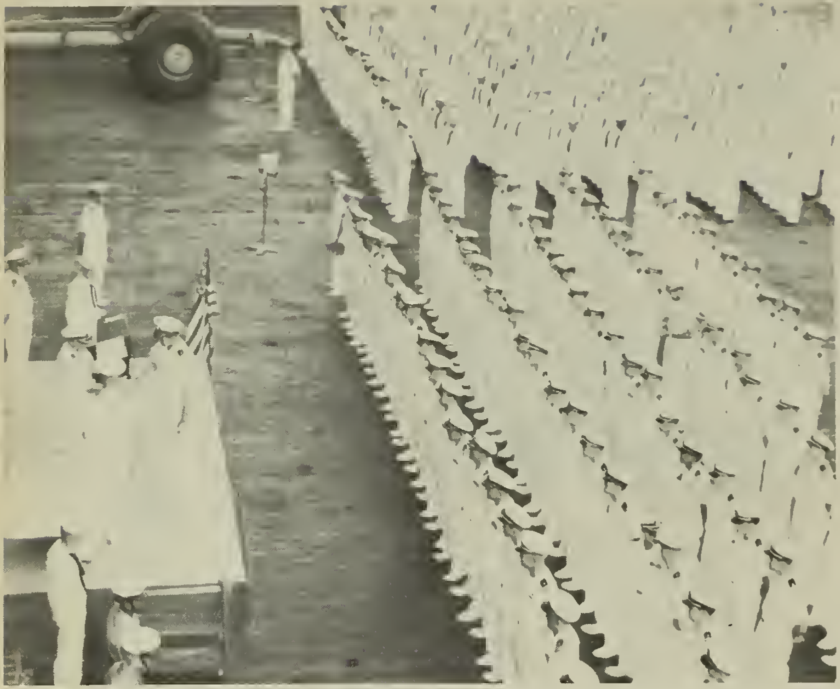
With the blessings of the Chief of Naval Personnel, CNO and SecNav, ALL HANDS *is making available a portion of its space to a discussion of the problems—big and little—of the Navy today. What are they, and what would you do about them if you had the authority to act?*

The rules are simple: Officers and enlisted, men and women, are invited to contribute. Your suggestions need not be sent through the chain of command; they may be forwarded directly to ALL HANDS Magazine, Room 1809 Navy Annex, Bureau of Naval Personnel, Washington, D. C. 20370. The best letters will be published and forwarded to the cognizant activity in the Naval Establishment for consideration and action. Sorry we cannot reply directly to your letters. (If you prefer that you be identified by initials only, please so indicate.)

This is a golden opportunity to provide a forum for your ideas.

The prize is substantial—the knowledge that you have made a contribution to the betterment of the Navy and the national defense effort.

Here is another installment. Keep your ideas and suggestions coming.



know that this is done at many activities, but the program is not uniformly available.

Statistics to support such a program are available.

Warner D. Young, QMC(SS)
Newport, R. I.

Ribbons for Vietnam

I feel that men who served in the Vietnam theater before and after June 1965 should receive certain recognition, that is, they should be entitled to wear both the Armed Forces Expeditionary Ribbon (Medal) and the Vietnam Service Ribbon (Medal). Some servicemen who have served in different theaters—and in many cases seen less action—are eligible to wear both. Why not the Vietnam veterans?

Although no monetary benefit is derived from the ribbons themselves, it would help give the man who wears them a greater sense of pride in himself and our Navy.

I am a career man myself, but I know how men will feel when they get back home to a shore station and wear their uniforms on liberty or at personnel inspection. These ribbons or medals worn on the chest, especially in the case of a man who hasn't been in long enough to earn a Good Conduct Medal, would serve to show that he has taken an active part in the purpose of the Navy.

The men who have served in Vietnam deserve any honor we can bestow on them.

F. E. Smith, LT, MSC, USN
USS Bon Homme Richard (CVA 31)

Career Counselor Rate

I would like to see the Navy create a career counseling rate and assign these men to ships, stations .and squadrons. The career counselor could be prorated out with one man for every so many men in a unit, and his only job, outside of military duties, would be in the career counseling field.

The Navy has the means available, if used properly, to retain many of its people, both enlisted and officer, who are returning to civilian life when their enlistment or obligated service has been completed.

The Navy has some very good career appraisal schools which put out excellent information. However, after a man graduates from one of these schools he is rarely used to pass on this information to those who need it.

Many men may want to stay in the service but their wives don't want them to stay in. Frequently, this is because the wives simply don't know of the many benefits and programs available to those in the service.

A schedule should be set up so every man would periodically receive a career counseling presentation, and each man nearing completion of his enlistment should be interviewed personally by a member of the career counseling team.

The team should be available for wives' clubs and luncheons, and it should encourage special sessions with both husband and wife present.

Sometimes a husband needs a few facts and figures to reinforce his dedication to the service.

L. W. Clark, CWO3, USN
NAAS Meridian, Miss.

Technician Class

I suggest the introduction of a new class, or category, of serviceman—the technician. This category already exists, if not in name.

In practice, the Navy has already recognized this class by the introduction of pro-pay, by making reenlistment bonuses variable, and by making six-year service obligatory for certain schools. But it hasn't recognized this fact administratively.

The proposed technician category should be technician from the ground up, and distinction should be made between men in this category and those in line rates.

At present, the actual technicians are, as a rule, receiving pro-pay but this can be lost at almost any moment because of a change in pro-pay regulations, or by receipt of orders to a billet which does not carry the proper job code, or by a change of occupation at a man's present duty station.

The pay scale for the proposed technician rate should be roughly equivalent to the present enlisted pay, plus pro-pay and VRB. This would give the technician a basic pay near his present pay, and would insure that his retirement would be based on his active service worth. (After establishment of this new category and pay scale, the variable reenlistment bonuses and pro-pay would be abolished.)

The input to the technical classification might be set up, in the beginning, through change of rate from job codes eligible for pro-pay and, later, from the lower enlisted pay grades (E-2 through E-4) of certain selected rates of a technical nature.

In respect to duties, the technician should know as much of military matters as his line rate counterpart, and should have similar military duties. However, his specialty knowledge should be of much greater depth, and he should be given greater authority and responsibility in the operation and maintenance of his equipment.

I can't help but feel that it is to the Navy's best interest to enhance opportunities in the Navy for those who plan to make a career of naval service, instead of reserving its benefits primarily for the newly enlisted high school graduate. Career opportunities should be earned; they should not be granted indiscriminately.

Howard E. Terrebonne,
EM1, (SS) USN
Idaho Falls, Idaho.

"Acting" Advancement

As CNO for an hour, I would provide for acting promotion of men who have been quotaed for advancement in rating, but who are serving in ships below allowance in their rate and rating.

One of the many genuine annoyances to a man is to be filling a PC2 allowance billet as a PO3, to pass the advancement in rating exam, and then be quotaed because there are too many PO2s of his rating in the Navy, although not enough on his ship.

The proposed step would be a definite incentive to the closed rates and should reduce the number of requests for transfer from men serving in billets requiring more responsibility than they are being paid for.

The appointments could be made by the commanding officer at his discretion, and reported in the personnel diary without previous reference to higher authority.

A. B. Cheatham, LCDR, USN
USNA, Annapolis, Md.

Overseas Tour as a Unit

If I were CNO for 60 minutes, I would tackle the field of personnel effectiveness.

Many ships leave the States for WestPac with a number of men who are either in receipt of orders, or are anticipating discharge or retirement. This situation is not peculiar to enlisted men; it also applies to officers in all ranks.

On one such cruise we transferred more than 40 people at our first stop, Pearl Harbor, to be returned to the States. In the middle of the cruise, some high-ranking officers were relieved to return to CONUS. Throughout the cruise, men were being transferred at almost every port for return to the States. All this involves certain financial expense not only for the individual, but primarily for the Navy. It also has an effect on the efficiency of the command.

Before departure, I would review the records of men of each ship leaving for WestPac (or any other area) deployment and, as much as possible, eliminate the short-timers. The balance of the crew could then complete an overseas tour as a unit. This would increase their effectiveness as a team.

V. R. F., RMCS, USN

Combine Education Credits

The present emphasis placed on college level education has caused many Navymen to try to earn a bachelor's or master's degree.

There are often complications created by change of station orders, which may mean transfer to another college. Each transfer usually means that no more than six of the previously earned credits can be used.

I would suggest that BuPers investigate the possibility of establishing a program in which all credits earned from accredited institutions be granted for purposes of earning a degree through the Naval Academy or the Postgraduate School. To earn this degree, a student would be required to complete successfully all the necessary subjects applicable to the relevant course of study.

W. W. Horngren
Bremerton, Wash.

Sea Duty for Staff Officers

As a USNA graduate who served 20 months aboard USS *Lexington* (CVA 16) before transferring to the Civil Engineers Corps, I most wholeheartedly concur with CDR P. A. Phelps in a recent FOUR-STAR FORUM.

I wouldn't trade those 20 months of line experience for any CEC duty to which I could have been assigned upon graduation. That tour has given me an understanding and appreciation of the problems of the seagoing Navy which many CEC officers do not experience. I believe that all officers who have transferred from line to staff share the same opinion of line experience.

As for the argument that poor eyesight may disqualify some officers from line duty, wearing glasses did not prevent me from becoming qualified as an underway OOD for CVA type vessels, right along with those with 20/20 vision.

D. E. Jones, LCDR, CEC, USN
Barstow, Calif.

Available Billets

Would it be feasible to furnish a man, say 60 to 90 days before his enlistment expired, with a list of available billets (or geographical areas) for which to apply? What about six months or a year prior to expiration of enlistment?

If such a procedure were possible, a man could select the one he preferred, notify the Bureau, the Bureau could issue orders for this billet, and he could make an earlier reenlistment.

It would be much better for morale than waiting around a receiving station, wondering where you were going next. A person could make more definite plans.

B. L. Maxham, SK1, USN
***USS Proteus* (AS 19)**

★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★

FIRST CLASS SPEAKER—E. A. Bonheur, HM1, who represented whitehats, was featured speaker at opening of new barracks and mess hall at Long Beach.

Klondike Is Good Neighbor

During the course of her deployment with the Seventh Fleet, USS *Klondike* (AR 22) has managed to find enough time and energy to satisfy the Fleet's repair needs and —in addition—to spread some old-fashioned American goodwill. Wherever Klondike has been sent to carry out her mission as a repair ship, she has worked to make herself welcome in the host country.

The crew of Klondike, through the people-to-people program, have played a part in passing on to others a better understanding of the American way of life. At the same time they have generated within themselves a better understanding of the way of life of the peoples with whom they've come into contact.

Although informal, day-to-day contacts with foreign nationals comprise the major goodwill effort, *Klondike* has taken on an active role. For example, in Yokosuka, Japan, college students from St Paul's University in Tokyo visited the ship, were invited to take part in morning worship services, and remained as the luncheon guests of the crew's mess. In return, about 20 *Klondike* men were invited into Japanese homes as guests for a day.

In Kaohsiung, Taiwan, the ship arranged for the on-board presentation of a program of Chinese folk songs and dances by the men and families of the Chinese Navy.

SHOOT 'EM DOWN—Cub Scouts visiting *USS Compton* (DD 705) take aim on ship's gun to crush enemy attack.

Busy behind the scenes in both Japan and Taiwan was the *Klondike* band, a rock 'n' roll group composed of three guitars, drums, and a vocalist, which gave performances for foreign groups, servicemen and their dependents, and hospital patients.

In Subic Bay, Republic of the Philippines, the band took the lead in the goodwill effort when they presented a program of rock 'n' roll music to some 900 patients of the Central Luzon Sanitarium.

Klondike's civic action accomplishments also extended into the area of the Operation Handclasp program. In Taiwan, the ship made three major distributions of Handclasp materials. The St Joseph's Hospital in Kaohsiung was presented with a total of 66 cartons of gifts, ranging from soap powder to baby food to vitamins. The Kaohsiung Medical College was given 148 cartons of medical books and journals, a fluoroscope, two cartons of dental supplies, and two encyclopedia sets. The Ping-T'ung Children's Polio Hospital was presented with 37 cartons of gifts. In Subic Bay, Philippines, the Columban College and grammar school of Olongapo received packages of toothbrushes and dental supplies.

Incidentally, *Klondike's* motto is "Willing and Able."

Prep for Sealab III

Navy divers have begun preliminary experiments in preparation for this summer's Sealab III. The men are using a water-filled pressure chamber at the Washington Navy Yard in the District of Columbia to simulate deep ocean conditions.

Sealab III is the third of a continuing series of ocean experiments. Its purpose is to develop methods of sending men to live in the ocean for extended periods of time. Success of the Sealab projects will hasten the eventuality of major engineering activities on the continental shelves.

Sealab III aquanauts will spend

nearly nine months of preparatory training before embarking on the venture. Most of the training will consist of preliminary dives and experiments at the pressure chamber facility in Washington.

Two modified pressure chambers will be used. Each consists of a wet diving tank 10 feet high and about nine feet in diameter. The tank is connected to an igloo-shaped structure which is, in turn, connected to a recompression chamber. Pressures equal to those encountered at 1000 feet below the surface can be achieved.

The training will begin with short duration simulated dives to the 450-foot level. Later there will be saturation dives of three to four days in duration.

During the saturation dives the aquanauts will be pressurized in the inner lock to a depth of 450 feet. From there they will make excursion dives to the igloo and wet tank at pressures of 600 feet.

TRAINING TALK—Midshipmen from U. S. and Spanish Navies discuss phases of training aboard training frigate *Jupiter* during training exchange program.

Another Record for McMurdo

The Navy's nuclear power plant at McMurdo Station in the Antarctic has broken the record for the longest continuous run for a military nuclear power plant.

The plant, which is manned by a crew of 24, captured the record by operating nonstop for 3356 hours.

Since its construction in 1962, it has produced more than 24 million kilowatt hours of electricity. The plant also is used to provide steam for the station's nuclear desalinization unit.

Because of the station's inaccessibility, the plant was built to reduce the large amount of fuel oil which would otherwise be required.

The record-breaking power plant's crew consists of Seabees and hospital corpsmen, who serve 13 months at McMurdo, which is shut off from the outside world by the Antarctic winter from March through September.

Big Ben's Ship's Store

Possibly you know how it feels to stand in front of the ship's store counter when you're trying to choose between several items. As the line grows longer you hear the impatient shifting of feet behind you, and various mutterings, and, more often than not, you cut short your deliberation and make a hasty purchase to maintain peace and tranquillity.

Navymen aboard USS *Bennington* (CVS 20) remember when their shopping was like that. Now, it's different.

The ship's new retail store is the last word in convenience, modernity, and choosability.

Wide, well-lighted aisles; broad, fully stocked and easily accessible shelves; and courteous storekeepers greet *Bennington* sailors when they enter the recently opened walk-in, self-service store.

The new store replaces two ship's stores and makes use of every foot of space.

The store's floor space contains 550 feet of shelves and 224 square feet of display area. This doubles the floor area, and triples the display space previously available in the two smaller, countertype stores replaced by the new installation.

These modifications result in a wider variety of merchandise which is easily accessible. Patrons can view every item before making a purchase.

The easy-to-get-at merchandise has paid off in a 20 per cent increase in the volume of business. During an 18-day period the store did nearly a thousand dollars worth of business a day.

Two men are assigned to the store full-time, one as a cashier and the other to help stock shelves. On busy days, a third man acts as traffic coordinator.

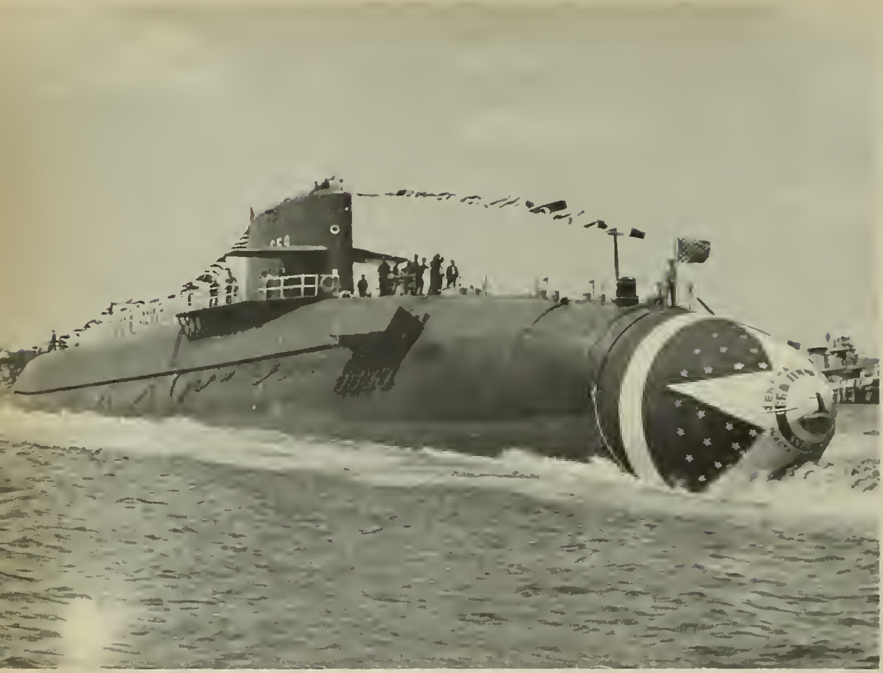
For *Bennington* Navymen, no more hasty selections.

Amphibs Storm Ashore

A Navy and Marine Corps amphibious team really had to be on their toes recently.

When they stormed the shores of Onslow Beach, N. C., there were

SCREW LOOSE—USS *Coral Sea's* CO and Exec survey damage to broken blade on one of ship's propellers.



IN THE DRINK—*USS Will Rogers* (SSBN 659) slides into water at launching.

observers from five of our nation's top military colleges watching the maneuvers.

The onlookers were students from the Army, Navy, National and Air War Colleges and the Armed Forces Staff College.

The exercise force consisted of five Atlantic Fleet Amphibious Force ships and troops of the Second Marine Division. The ships, which were en route to their home ports from the Caribbean where they had been deployed for three months, are:

- Norfolk-based amphibious assault ship uss *Okinawa* (LPH 3) and attack cargo ship uss *Muliphen* (AKA 61).
- Little Creek-based tank landing ships uss *Lorain County* (LST 1177) and uss *Wahkiakum County* (LST 1162), and the dock landing ship uss *Fort Mandan* (LSD 21).

Before the ships launched their Onslow assault, they offloaded in Morehead City, N. C., the troops and equipment, including a helicopter squadron, which the amphibians carried with them on the tropical tour.

MSTS—Longest Trooplift

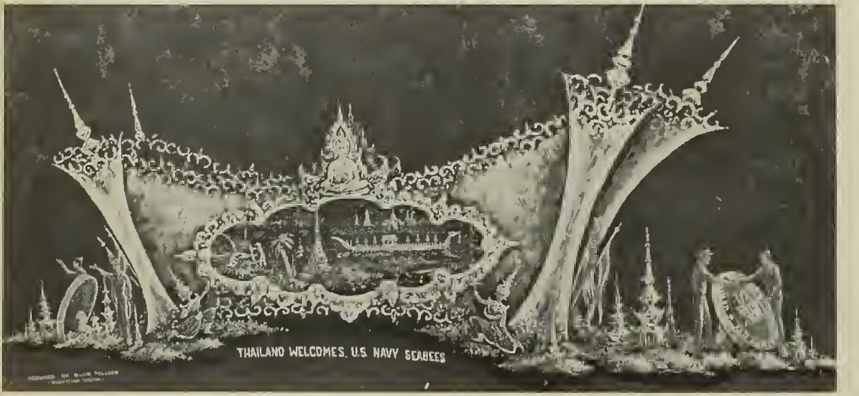
The MSTS transports, usns *General A. M. Patch* (T/AP 122) and usns *General William O. Darby* (T/AP 127), recently completed a trooplift of 12,358 nautical miles from Boston to Vung Tau, Vietnam.

This is the longest single point-to-point trooplift by sea in the 17 years of MSTS.

The two ships sailed from Boston with 3124 troops embarked on 15 Jul 1966. They transited the Panama Canal on 20 July and arrived at Long Beach, Calif., to take on fuel on 27 July. The longest nonstop leg of the journey was the 7291-mile trip from Long Beach to Vietnam. The ships arrived in Vietnam on 13 August and disembarked units of the 196th Light Infantry Brigade.

Each of the transports carries a crew of 248 civil service marine personnel. In addition, there is a military department aboard consisting of 27 U. S. Navy officers and men.

FLOAT ENTERED in Rose Bowl Parade by Thailand honors U. S. Navy Seabees and Civil Engineer Corps in celebration of their dual anniversary in March.



PatRon 17 Likes to Fly

An unquenchable thirst for flight is a common characteristic among several varieties of North American birds and some of the North Americans of Patrol Squadron Seventeen.

The squadron flew over 11,000 hours last year, but some crewmembers didn't get enough time in the air. Patron 17's SP-2H *Neptunes* carry 11-man crews and log up to 100 hours a month flying time out of Whidbey Island Naval Air Station. Most of the crewmembers spend enough time in the air to satisfy their urge to fly. But a few seek extra time as boss of their own small plane.

None of these men can afford to buy their own, so most rent their aircraft at nearby flying clubs. Fortunately, military flying clubs are worldwide, so wherever Patron 17's planes touch down, the area is scouted for an aero club.

On VP-17's last deployment to WestPac, Clayton L. Schroff, ordnanceman first class, found a flying club at Tainan, Taiwan. After a brief checkout in the club's old PT-17 *Stearman*, Schroff soloed for nine hours.

He is currently trying for his seaplane license and commercial ticket. He has over 6000 hours in military planes, and over 120 hours in small aircraft.

Patron 17's leading chief, Robert E. Huff, has over 1800 hours in private aircraft. The chief has his single- and multi-engine license, commercial, flight instructor, and airplane power plants license. He has soloed over 50 students as an instructor.

Richard L. Hartpence, aviation

machinist's mate first class, has flown small planes for 10 years. He is a check pilot in the T-34 trainer, and needs only his check flight for a commercial license.

More and more men from Patron 17 are taking to the air in their spare time. Some attend night school for their private license, and lack only the flight time. The squadron now has over 50 people satisfying their aeronautical impulse, sometimes as aircrewmen, other times as pilots.

GUIDED MISSILES on fantail of *USS Leahy* (DLG 16) stand guard over *Unitas* VII units during recent joint-nation exercise in Caribbean. Ships in background, from U. S. and Colombia, are: ARC *7 de Agosto* (DD 06); ARC *20 de Julio* (DD 05); *USS Hammerberg* (DE 1015); and ARC *Almirante Padilla* (DT 03).

Hasta la Vista, Amigos

UNITAS VII came to a close in December. As in past years, it has been both an exercise in naval tactics and antisubmarine maneuvers as well as a demonstration of goodwill and friendship among nations of the western hemisphere.

This year's operation involved over 55 ships, 14 aircraft units and 15,000 men. As the U. S. task force circumnavigated South America, it was joined by the naval and air forces of Colombia, Ecuador, Peru, Chile, Uruguay, Brazil and Venezuela.

The exercises were divided into Caribbean, Pacific and Atlantic phases. Tactical command of the combined task forces was shared equally among participating national commanders during each phase of the operations.

The exercise began 1 September when United States forces joined units of the Colombian Navy and Air Force. The United States task force was composed of USS *Leahy* (DLG 16), USS *Hammerberg* (DE 1015), USS *Van Voorhis* (DE 1028), USS *Chopper* (SS 342), USS *Requin* (SS 481) a C-131, and an air ASW unit consisting of two P-2Vs.

The Caribbean phase of Unitas VII included a visit to Cartagena, Colombia, after which Colombian forces passed through the Panama Canal with the U. S. ships to join Ecuadorian units at Rodman Naval Station in the Canal Zone.

The United States and Colombian ships then spent three days in the Pacific in exercises with the Ecuadorian Navy units. The Colombian forces then detached themselves leaving the United States and Ecuadorian ships steaming toward Salinas, Ecuador. After several exercises in the Salinas area, the task

South American Navies Train with U.S. Task Force in Unitas VII

Here is a list of ships and aircraft taking part in *Unitas VII* and the commanding officer of each country's forces:

United States—Rear Admiral C. J. VanArsdall, Jr.: USS *Leahy* (DLG 16), *Hammerberg* (DE 1015), *Van Voorhis* (DE 1028), *Chopper* (SS 342), *Requin* (SS 481); air ASW unit—two P2Vs and one C-131.

Colombia—Captain E. Wills O.: ARC *20 de Julio* (DD 05), *7 de Agosto* (DD 06), *Antioquia* (DD 01), *Almirante Padilla* (FG 11), *Pedro de Heredia* (RM 72); air ASW unit—three B-26s and one C-47.

Ecuador—Captain F. Espinoza: BAE *Guayas* (E21), *Velasco* (D 12), *Manabi* (E 23), *Cayambe* R 51); air ASW unit—two C-47s.

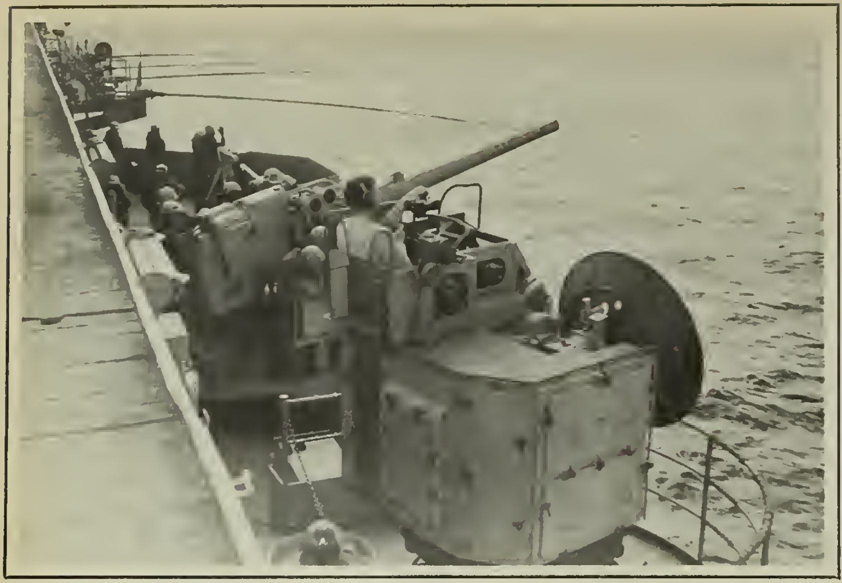
Peru—Captain J. Bonuccelli B.: BAP *Villar* (DD 71), *Rodriguez* (DE 63), *Castilla* (DE 61), *Aguirre* (DE 62), *PTs 21* through *26*, *2 de Mayo* (SS 41), *Angamos* (SS 43), *Abtao* (SS42), *Independencia* (AKA 21), *Sechura* (AO 154), *Guardian Rios* (ATA 123); air ASW unit—two HU-16Bs; air rescue unit—two helos; air support unit—one B-24.

Chile—Captain O. Buxeta and Rear Admiral R. Del Solar: *Pratt* (CL 03), *O'Higgins* (CL 02), *Williams* (DD 19), *Blanco* (DD 14), *Riveros* (DD 18), *Cochrane* (DD 15), *Simpson* (SS 21), *Montt* (AO 52); air ASW unit—two SH 34s, two TC 45s, two HU-16s; air attack unit—four T-34s; air rescue unit—one UH-13.

Uruguay—Captain H. Murdoch: ROU *Uruguay* (DE 1), *Artigas* (DE 2); an air unit—two S-2As for Antisubmarine Warfare.

Brazil—Rear Admiral L. G. Doring: *NAel Minas Gerais* (A 11), *CT Para* (D 27), *CT Paraiba* (D 28), *CT Parana* (D 29), *CT Pernambuco* (D 30), *S Rio Grande do sul* (S 11), *NTr Soares Dutra* (C 22), *Belmonte* (C 24), *CV Imperial Marinheiro* (V 15); carrier air ASW unit—two S-55s, shore-based air unit—four SP-2s; air attack element—four T-28s; air support element—one C-47, one C-41, one B-25, one RB-25, one SA-16 and one C-130 or two C-82s or two C-119s.

Venezuela—Rear Admiral P. Cohen: ARV *Austria* (D 32), *Zulia* (D 21), *Garcia* (D 33), *Brion* (DD 23), *Nueva Esparta* (D 11), *Carite* (S 11), *F. Larrazabal* (R 11); air ASW unit—B-25 Squadron, air support unit—C-47s.



PRACTICE—Gun crew aboard *USS Randolph* (CVS 15) tracks target in exercise.

force visited Guayaquil where a critique and pre-sail conference was held.

During the latter part of September, the United States task force rendezvoused with Peru's antisubmarine contingent and sailed southward. A visit to Callao, Peru, was made during the last two days of operations.

Chilean forces joined the U. S. ships near Mejillones, Chile. The exercise recessed several days for a visit to Valparaiso, after which the two-nation force worked southward visiting Talcahuano and Punta Arenas. The United States ships then rounded the Horn to begin the Atlantic phase.

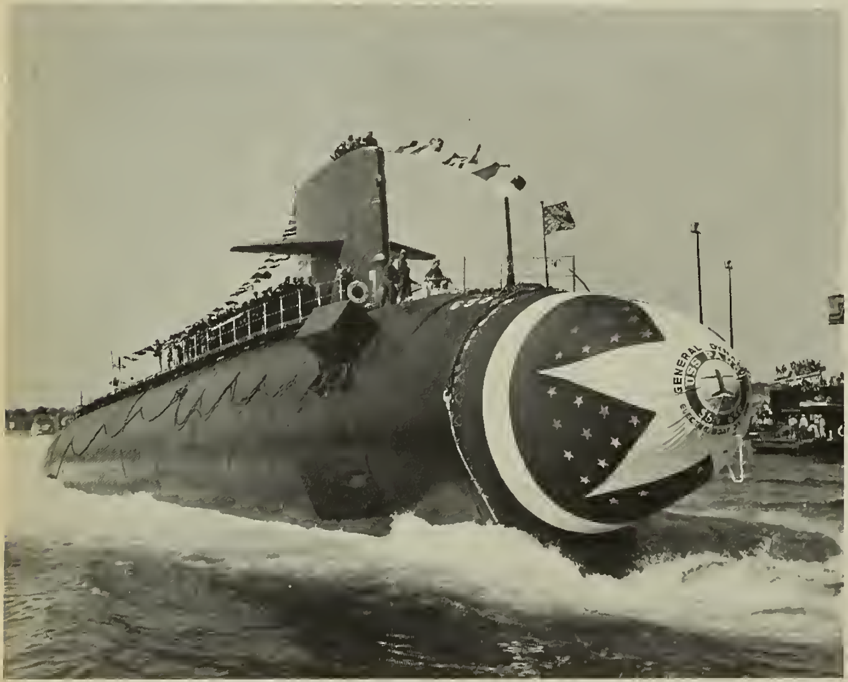
Early in November, Uruguayan forces met the U. S. task force south of Montevideo and spent several days in exercises before they joined Brazilian forces and continued the exercise off the coasts of both Uruguay and Brazil.

After a five-day port call at Rio de Janeiro, the Uruguayan ships detached themselves and U. S. and Brazilian ASW operations were begun en route to Recife where the Brazilians left the task force after two days in port.

Venezuelan forces met the United States forces in Belen, Brazil, for four days in the final series of exercises while en route to Trinidad where the exercises officially ended.

In addition to the operational aspects of the cruise, the crews of U. S. ships engaged in goodwill programs in 14 ports during the four-month exercise.

There were 200 concerts by the U. S. Navy/Unitas Show Band from Little Creek, Va., and Operation Handclasp products donated by American manufacturers were distributed along the way. There were also a number of athletic programs.



A-WAYS WE GO—Nuclear attack submarine *Pargo* takes initial plunge.

Trophy for *York County*

USS York County (LST 1175) has been awarded the Admiral Arleigh Burke Trophy for the Atlantic Fleet.

The trophy goes each year to the one ship in the Atlantic and one ship in the Pacific which has shown the most improvement in battle readiness. After last year's battle efficiency contest, *York County* was in eighth place. This year she took top place and won the battle "E."

Straight Laced Good Will

The NATO Striking Fleet exercise called Straight Laced had just been completed. It had involved 31 ships and more than 15,000 men from France, Norway, the Netherlands, the United Kingdom and the United States.

After completing her part in the exercises, uss *Newport News* (CA 148) remained for a while in northern European waters to give the crew some shore liberty and to spread a little Navy goodwill. While visiting Oslo, Norway; Hamburg, Germany; Copenhagen, Denmark; and Portsmouth, England, *Newport News* played host to more than 30,000 people in nine days.

Ashore, the ship's Marine Detachment Drill Team and the Second Fleet Band gave exhibitions and concerts for 75,000 more people at Braunschweig and Helmstedt, Germany and Copenhagen. At Portsmouth, Lord Nelson's flagship HMS *Victory*, was scene of dinner for U. S. naval personnel.

The band concerts and drill team exhibitions drew large audiences in every city visited. The band gave

TURN-OVER TEST—Sailors from U.S. and Philippine navies check Swift Boat machine gun. *Right:* New crew of *Swift Boat* stands in dress uniform during turn-over ceremonies. U. S. gave six craft to Philippine antismuggling force.

one private concert for a small audience, however. It was for about 175 senior citizens at Copenhagen's Old People's Town. The oldsters thought it was great.

The visits provided plenty of opportunity for sightseeing, too. While their ship was in Portsmouth, *Newport News* Navymen also had a chance to visit the Isle of Wight and London.

U. S. Navymen made friends with the small fry wherever they stopped by passing out hats, balloons and toy airplanes—much to the delight of the kids.

Swifts to Philippine Navy

The U. S. has helped to bolster the Philippine Navy's antismuggling force by giving that island republic six *Swift* patrol boats.

These high-speed craft, which register top speeds in excess of 30 miles per hour, are of the same type presently being used to halt Viet Cong contraband movements.

Swifts are equipped with radar and two-way radio and are armed with twin 50-caliber machine guns.

With these characteristics, the boats should prove effective against smugglers attempting to land material in the Philippines by small craft.

Filipino crews for the *Swift* boats are being trained by a special five-man U. S. team from the amphibious base at Coronado, Calif. Upon completion of this training, some of these instructors were scheduled to go on to Vietnam *Swift* duty.

Coral Sea Repairs

When USS *Coral Sea* (CVA 43) arrived at Yokosuka's Ship Repair Facility, everyone there knew they had a big job to do, but possibly not even Yokosuka's planners knew how

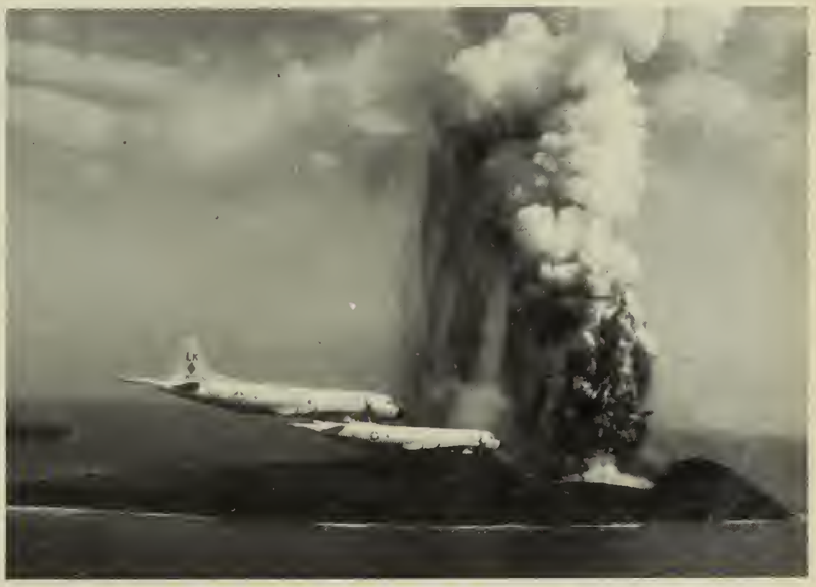
An Island Is Born

A funny thing happened to Patrol Squadron 26 on its way to Keflavik, Iceland, one day. Its pilots looked down and there was a new island.

The island, which is called Syrtlindur, made its fiery entrance into the world last July and has since been growing under the watchful eye of PatRon 26.

Syrtlindur is located 60 miles southeast of Keflavik and less than a mile from the volcano Surtsey which rumbled into activity in November 1963 and continued erupting for almost two years.

If Syrtlindur follows the example of its first cousin, Surtsey, there is no way of foretelling how much new real estate will be provided for the world. Tons of molten rock, with promise of more to come, have poured from the earth's core since the island's recent birth.



PICKUPS: Helicopter is lowered to *USS Iwo Jima* deck for repairs. *Right:* Jet trainer was carried from Meridian, Miss., to NAS Pensacola for an overhaul.

quickly it would be done.

The Facility had been informed that a blade from *Coral Sea's* number four propeller had broken loose and struck the number three propeller, breaking the tip off one of its blades.

The vibration set up by the peripatetic blades had done minor damage to the supporting struts and associated structures of both props.

Coral Sea had been traveling close to full speed when the accident occurred. Quick thinking and fast action by the engineering duty officer and the engineering and damage control watches made it possible to secure the affected machinery and prevent further damage.

The carrier traveled at reduced speed to the nearest port where a diver inspected the damage and the decision was made to head for Yokosuka's drydock.

Parts for the repair job were ordered by Yokosuka planners when they learned of the magnitude of the job. MAC cargo planes from the States airlifted one 18-foot propeller, weighing 42,000 pounds, as well as a 37-ton tail shaft 63 feet long and more than two feet in diameter. Despite the size and weight of their cargo, MAC considered the delivery routine.

While the ship was in drydock, small surface cracks were discovered in the two propellers undamaged by the accident. As a consequence, their replacement was added to the list of already anticipated repairs.

Ordinarily the job would have taken around three weeks. Because of good planning and the cooperation of everyone concerned, however, the work was completed in a matter of eight days.

Newport's Most Exclusive Shop

Newport, R. I., long noted as a home of destroyers and of the Officer Candidate School, is now also the home of the first Navy uniform shop just for women.

The exclusive shop was opened recently in ceremonies during which the commanders of the Newport Naval Base and Naval Station officiated, along with Captain Rita Lenihan, Director of the Waves.

The shop is painted in pastel shades with easy access to uniform racks and accessories shelves and uses residential-style lighting and wall fixture lamps.

Some 2000 women a year are expected to patronize the new shop, while being processed through OCS. Other servicewomen for whom the shop is available are chief petty officers, Navy nurses, Public Health Service nurses, and women of the Coast Guard.

During the ceremony, the interior and decor of the new shop were described as ". . .on a par with any boutique located in the fashion centers of the world. . .both attractive and utilitarian, functional and esthetic. . ."

The speaker wore dark blue, trimmed with gold.

Smuggler's Nemesis

A new electronic device, for use in detecting contraband hidden aboard the junk fleet off the coast of Vietnam, has been developed by the Naval Ordnance Laboratory, White Oak, Md. Known as Ordnance Locator Mark 15, the cylindrical device is about the size of a broomstick. It contains two magnetometer units, an audio-readout circuit and batteries. The compact wand is waterproof, weighs about three and one-half pounds, and the cost is a fraction of that of previous devices.

NOL conceived the device late in 1965 after sending engineers to Vietnam to study a request from United States forces for a hand-held aid to the on-board search of junks. After

NEW FRIENDS—Chaplain distributes goodies to needy Vietnamese children.

creating a limited quantity of locators, the concept won the approval of the Navy's test and evaluation unit in Vietnam.

Before the device was sent to Vietnam visual searches involved probing into cargoes such as boxes, baskets, fish, rice, sand and cabbages. In the intense heat and humidity of the Far East these inspections were uncomfortably slow for both the Vietnamese fishermen and the searchers. Now rapid probes with the Mark 15 detect rifles, automatic weapons, grenades and munitions in the varied cargoes without antagonizing innocent Vietnamese.

New Construction

Both east and west coast shipyard facilities have been busily preparing newcomers for their introduction to the Fleet.

In Quincy, Mass., the nuclear powered attack submarines *Whale* (SSN 638) and *Sunfish* (SSN 649) were launched while another sub, *Pargo* (SSN 650), slid down the ways at Groton, Conn.

Another launching took place at Bremerton, Wash., where the destroyer tender *Puget Sound* (AD 38) was christened.

Meanwhile, five Reserve Fleet ships have been recommissioned, joining the Fleet in preparation for deployment. They are the tank landing ships USS *Jennings County* (LST 846), *Harnett County* (LST 821), *Hunterdon County* (LST 838) and *Garrett County* (LST 786), together with the landing craft repair ship *Askari* (ARL 30).

All three of the nuclear submarines are named after World War II predecessors. *Sunfish* and *Pargo* were stricken from the Navy Register in 1960. *Whale* was sold for scrap in the same year.

Pargo is scheduled to be commissioned in July. *Whale's* commissioning has been slated for August while *Sunfish* expects to join the commissioned ranks three months later.

Commissioning of *Puget Sound* is scheduled for early 1968. This latest of destroyer tenders measures 644 feet long and has a full-load displacement of 20,500 tons. She will carry an 1800-man crew.

Naval Reservists Win Trophy

A six-man Naval Reserve team scored a total of 1126 points to win the U.S. Coast Guard Trophy for the second straight year at the National Pistol Matches at Camp Perry, Ohio.

The trophy is awarded annually to the high Reserve team of all services in the National Pistol Trophy Team match.

Each man will receive a gold medal and an engraved plaque.

Conyngham in Spain

It was an unusual occasion both for USS *Conyngham* (DDG 17) and the Spanish city of Marin. *Conyngham* was visiting Marin at the invitation of the Commandant of Spain's Naval Academy. It may have been the first time a United States warship had ever entered that harbor.

The purpose of the visit was to familiarize Spanish midshipmen and the academy's faculty with the modern missile systems they would soon see in their own ships.

During four days of *Conyngham's* visit, 500 students not only had an opportunity to see the ship but also to observe it in operation. The tour began with a general presentation of the mission and capabilities of a guided missile destroyer. The Spanish students were then led through special phases of indoctrination on the weapons systems, engineering, supply and general operations.

While the future Spanish naval officers were touring the ship, the COMCRUDESFLOT Eight band was making points with the man in the street in both Marin and Pontevedra.

MOVING OUT—*USS E. A. Greene* (DD 711) steams in Tonkin Gulf.

The visiting Spanish midshipmen were impressed with *Conyngham*, and her commissary department came in for a special word of praise.

Conyngham served refreshments to each group of visiting students and gave two full-course dinners to two separate groups plus a formal dinner for local VIPs in the wardroom. The Spanish consensus: *Conyngham* is a good feeder, as well as a first-class fighting ship.

LTJG Black Has a Family Interest in His Ship

Go aboard almost any Navy ship today and you'll see brothers serving with brothers and, occasionally, fathers serving with sons. But rarely will you find a son assigned to a ship named for his father.

Just such an instance does exist, however, in the case of Lieutenant (jg) J. Dennis Black of Poulsbo, Wash.

He is serving on board USS *Black* (DD 666), a destroyer named for his late father Lieutenant Commander Hugh D. Black, USN.

The senior Black was lost at sea in February 1942 when the destroyer he was commanding, USS *Jacob Jones* (DD 130), was torpedoed and sunk by an enemy submarine in the North Atlantic.

A little more than a year later, when J. Dennis Black was four years old, his mother christened a new 2000-ton destroyer named in honor of her husband.

"When I was a small boy," LTJG Black recalls, "friends of my father came to visit my mother and me, and they would often take me aboard their ships. I knew that one day I would put on a naval uniform."

In 1964, after graduating from the University of Wisconsin, J. Dennis Black donned the Navy uniform. That decision ultimately resulted in assignment to his father's namesake as ASWO.

In this capacity he oversees the maintenance and operation of torpedoes, hedgehogs and other antisubmarine warfare weapons. Upkeep of the ship's guns and fire control equipment is another of his responsibilities.

Black recently returned from the Vietnam area where she supported U. S. and allied troops ashore with naval gunfire, and performed plane guard duty.

SERVICESCOPE

Brief news items about other branches of the armed services.

MOBILE switchboard is used by Army during operations.

Using two orbiting 9-inch octahedral satellites, the Air Force is investigating the phenomenon of cold welding in space.

Cold welding is the phenomenon of surface adhesion, or welding, of two materials brought into contact under high vacuum conditions. The Air Force is interested in determining what effect cold welding will have on switches and other devices employing frequent metal-to-metal surface contacts during space operations.

Each satellite carries four solenoid valves and a solenoid actuator, powered by batteries and solar cells. The valves and actuator have metal-to-metal mating surfaces that will be brought together thousands of times while the vehicles are in orbit. The mating surfaces, constructed of different combinations of materials, are constantly exposed to the space environment.

Data collected will be used to assess the probability of cold welding occurring between typical space propulsion system materials, and to furnish a correlation between ground testing in a simulated environment and extended operation in space.

★ ★ ★

Six federal agencies, led by the U. S. Coast Guard, have begun an intensive study of ocean buoys, in order to determine national needs for oceanographic and marine weather information which can best be acquired by buoys systems, and to formulate plans for meeting these needs.

Collection of ocean and meteorological data through the use of buoys has been of great interest to scientists in recent years. Buoys have been developed and tested on a limited scale for such purposes as:

- Automatic marine weather stations both to improve the quality and quantity of data available for local weather forecasting in coastal areas and at sea; and as a means of obtaining weather data from otherwise inaccessible, remote ocean areas for analysis of weather on a global scale.
- Detecting the locations of oceanographic conditions which are known to be conducive to the schooling of fish.
- Forecasting conditions of underseas sound propagation for antisubmarine warfare.
- Monitoring coastal waters for the presence of chemical, radioactive, or biological pollutants.
- Recording changes in the earth's magnetic and gravity fields and detecting potentially destructive tsunamis (freak waves) before they reach populated coastal areas.
- Improving the general understanding of the marine environment and increasing our knowledge of air-sea interaction.

★ ★ ★

A machine that theoretically could store a feature length movie on a crystal the size of a sugar cube has been developed by Air Force Systems Command bionics scientists.

The device uses a helium neon laser to bleach a photographic slide onto a potassium bromide crystal. By turning the crystal slightly, another image can be recorded. The crystal keeps turning until several hundred thousand items have been stored on its many faces.

At present, 35-millimeter slides stored in the crystal can be displayed rather crudely on a projection screen by removing the eyepiece from a microscope focused on the crystal. To simulate a movie, the slides are retrieved in sequence by rotating the crystal.

The machine is basically one of several bionics-type attempts to duplicate the high-density packaging of nature. A good example is the human brain, which has about ten billion neurons, or nerve cells.

Thus far, only two-dimensional slides of writing or

COAST GUARD SEARCH—Cutter *Point Comfort* inspects Vietnamese junk for hidden contraband slated for VC.

GETTING READY—Air Force pilots make final adjustments on *Bird Dog* spotter plane's machine gun before flight.

objects have been bleached onto the crystal. Further experimentation will concentrate on storing three-dimensional, or hologram-type slides and improving the method of removing incorrect slides.

Currently, the entire crystal must be erased with ultraviolet light. Laboratory scientists hope to find a technique whereby any one or several of the many thousands of stored pictures can be taken off and replaced with new information.

★ ★ ★

Two 500-foot aircraft landing strips built recently by the Navy are about as smooth as the Sawtooth Range of the Rocky Mountains.

They were so constructed to simulate unprepared fields for testing the endurance of the new OV-10A light armed reconnaissance aircraft.

The OV-10A, to be used by the U. S. Marine Corps for close air support, and for the Forward Air Control mission by the U. S. Air Force, is designed to operate with troops under rugged conditions in forward areas.

Scene of the torture testing is the Naval Air Test Center, Patuxent River, Md.

The grueling courses have continuing undulations (wave-like ridges) 200 and 600 inches long with six- and 12-inch peaks on both strips.

They were designed to critical wave lengths to demonstrate the durability of the airframe and rugged landing gear design of the OV-10A.

These conditions are considered by Navy engineers to be far more extreme than any the aircraft will experience in actual operation.

Specifications require the aircraft to take off and land within 800-foot strips and then to pass over a 50-foot obstacle while in flight. It must also withstand the impact of four-inch obstacles.

Testing began when pilots taxied the aircraft across the special strips, gradually increasing speeds until takeoff. This was often done at speeds greater than 100 miles per hour.

Early testing dramatically demonstrated the apparent efficiency of the plane's landing gear.

As the aircraft entered the first undulation, the nose dipped, then recovered, and by the third undulation, the fuselage steadied and the gear absorbed most of the impact. After that, the OV-10A took the rugged strip in stride, bouncing and skipping across the bumpy surface with ease.

Subsequent taxi tests and takeoffs have demonstrated, according to the plane's designers, that the pilot reaches the limit of his endurance before the aircraft approaches its design limitations.

As the tests continue, concrete inserts are being imbedded in the runways to simulate rocks, holes, mounds of earth and other obstacles that might affect a landing in primitive areas. These tests also check the landing gear shock struts and the low-pressure tires designed especially for the OV-10A.

★ ★ ★

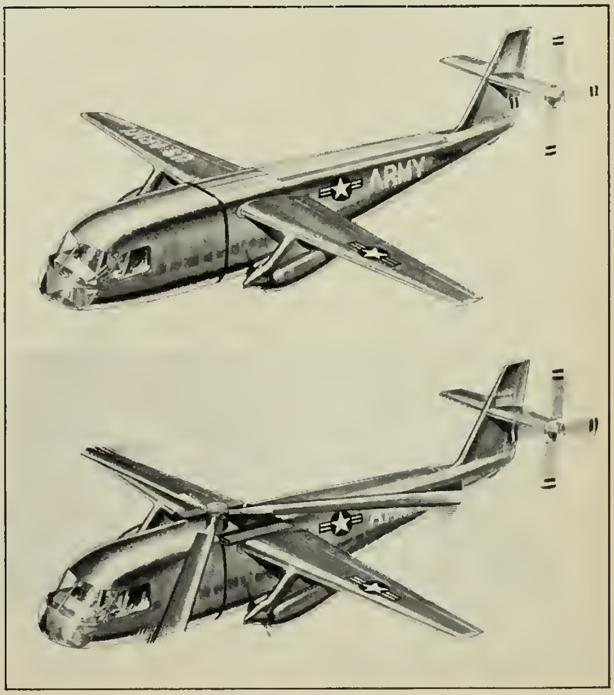
A new night lighting system that could make all of lower Manhattan, or a two-mile square area, 50 times brighter than full moonlight is being developed for the Air Force.

Called the LUME (Light Utilization, More Efficient), the preliminary model is a lightweight, compact, self-contained unit which can be installed in aircraft for nighttime battlefield illumination.

The Air Force refers to the system as the Advanced Illumination Source and will further test its usefulness at the Eglin Air Force Base in Florida.

The system also has a potential civilian use as well as military. It could help in searches for lost persons, or aid law enforcement agencies in area searches at night.

HIGH SPEED COMPOSITE—Fixed-wing aircraft being tested by Army can take off and hover like copter, then do a quick change by folding rotor away in fuselage for speeds up to 450 mph, change back for vertical landing.



THE WORD

Frank, Authentic Career Information Of Special Interest—Straight from Headquarters

• **SHIP AIR-CONDITIONING**—The Navy is speeding the shipment of thousands of air-conditioning sets to ships in Vietnam waters. The intense heat and humidity in the region have affected performance of both shipboard equipment and personnel.

To relieve these conditions, the Naval Ship Systems Command is attempting to provide on an emergency basis maximum cooling capacity for these ships in the shortest possible time. Over 5300 self-contained air-conditioning units are being sent to the Forces Afloat for installation as rapidly as possible. Sixteen hundred units have already been delivered. Another 2600 units were scheduled to be sent to ships in Southeast Asia beginning late in 1966 and thirteen hundred units in early spring 1967.

A sizable number of new Navy ships have central air-conditioning plants. All ships under construction now, as well as those slated for future construction, will be air-conditioned throughout living and working areas.

• **DS AND MA RATINGS**—To relieve a shortage of data systems technicians and machine accountants, the Navy has instituted a program of enlisting petty officers in these ratings by direct procurement. This approach was used successfully to obtain 5000 Seabees since January 1966.

The current program will recruit data systems technicians and machine accountants from qualified civilian applicants. A quota of 200 MAs in pay grades E-6 and E-7, and 150 DS technicians in pay grade E 6 has been assigned.

A two-, three- or four-year enlistment will be offered to individuals who wish to enlist in the program.

The Navy has now ended the Seabee Direct Petty Officer program. The last 500 Seabees in the group were enlisted by mid-September.

The direct-procurement Seabees attended a four-week indoctrination course at the Naval Construction Battalion Center, Davisville, R. I.

• **CEC PROMOTION**—Because of the growing need for officers in the Civil Engineer Corps, the Navy plans to invoke an emergency section of current law (10 USC, Section 5787) which permits promotion of officers to a higher grade to meet the needs of the service.

The problem of shortages in the ranks of commander and below has been aggravated by the recent buildup in Southeast Asia.

The Civil Engineer Corps is unable to meet the increased demands through normal procurement procedures. Consequently, CEC officers will be considered for temporary promotion approximately one and one-half years early by the regular selection boards in 1967. The temporary promotions will be made by board action in a manner similar to the normal selection process and will not change the permanent or acting status of the officers so appointed.

It is anticipated that temporary appointments such as these will continue to be made in the years to come, although the number of officers needed will gradually decrease. When the requirements are met, the emergency provisions of the law will be phased out.

• **YN SHORE TOURS**—A six-month increase in the shore tour lengths of yeoman second class through yeoman chief has recently gone into effect. Normal tours ashore have previously been for 42 months. They are now 48.

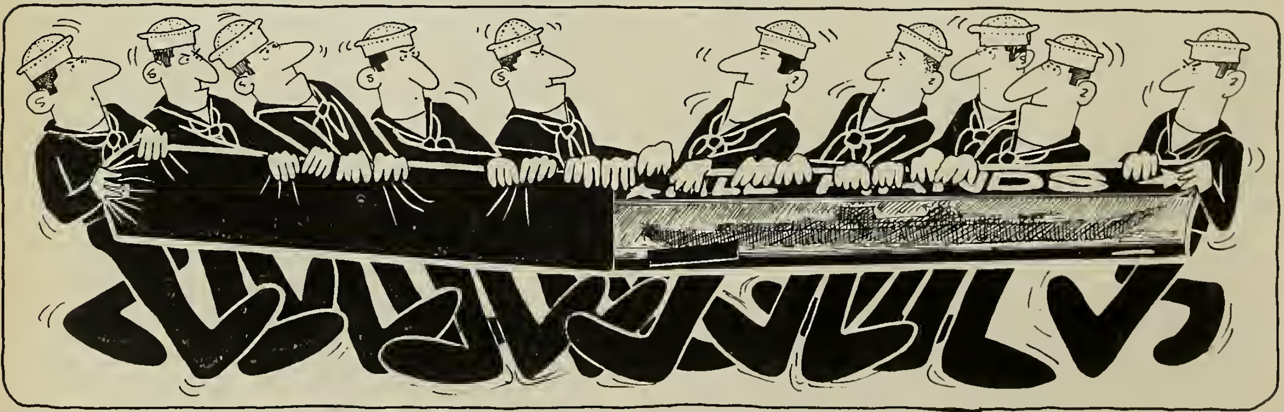
The change resulted from the recent redesignation of certain sea billets as neutral time or shore duty. For purposes of enlisted rotation, such sea billets as those aboard non-deploying tenders are now neutral time and preferred overseas shore billets, once counted as sea duty, have become shore duty.

The consequent improvement in the sea/shore rotation ratio for yeoman second through yeoman chief made it necessary to increase shore tours if sea time was to be held to an average of 30 to 36 months (a length which has been determined necessary to Fleet stability).

Yeomen who reported ashore since 1 Jul 1966 received automatic tour extensions if they had sufficient obligated service. Those who reported earlier but whose tour completion dates were later than 1 Jan 1967 were also eligible.

For additional information concerning the tour extensions, see BuPers Notice 1306 of 12 Oct 1966.

• **FEBRUARY EXAMS**—Details of the upcoming Navy-wide examinations for advancement in rating have been released. The pertinent direc-



DON'T STRETCH a good thing too far. It's much better to pass ALL HANDS Magazine along to nine other shipmates.

tive is BuPers Notice 1418 of 26 Sep 1966.

The schedule is as follows: for advancement to petty officer third class, Tuesday, 7 Feb 1967; to petty officer second class, Thursday, 9 Feb 1967; to petty officer first class, Tuesday, 14 Feb 1967; to chief petty officer, Thursday, 16 Feb 1967.

With this advancement cycle, the new length of service requirement for prospective CPOs will go into effect. First class petty officers must now have a minimum of eight years' service (computed to the date of the first advancement increment following the examination) before being eligible for appointment to CPO.

This February will be the last time that military and leadership items will be included in the Navy-wide examinations for PO3 and PO2. As of next August, advancement candidates for the two pay grades will be required to complete satisfactorily a separate military and leadership quiz before becoming eligible to take the advancement test. The first military and leadership exam is scheduled for January and in the future will be given quarterly.

Examinations for the new aviation support equipment technician (AS) rating will be available for advancement to pay grade E-4 only during the upcoming examination.

Candidates should make certain their exam requests specify which service rating is desired: ASM (mechanical), ASE (electrical) or ASH (hydraulics and structures). Men presently serving in the AS rating in pay grades E-4 through E-6 will be authorized to compete for advancement in their previously held rating, providing they are otherwise eligible for promotion, but the successful competitors will be advanced within the AS rating or appropriate service rating.

Navymen serving in pay grades E-3 and E-4, if they are especially well qualified and deserving, may receive partial waivers of the time in grade requirement for advancement. Such men may be allowed to advance to pay grade E-5 after only six months' service as E-4 (service computed to 16 May 1967) or to pay grade E-4 if serving as E-3 on 7 Feb 1967.

• **STAR CHANGE**—In the September issue of ALL HANDS there appeared on page 40 a deal which could make you a STAR Navyman. That deal has become bigger and better for individuals in pay grade E-4. This is because of a recent change to BuPers Inst 1133.13C (change 1) which lists more than 70 courses as "equivalent 'B' School" training for automatic advancement to pay grade E-5. Some of these courses include nuclear power training.

Those rates affected by the new deal are: FT, FTG, FTM, DS, TM, ET, MT, RM, MM, EN, QM, GMG, GMM, STG, and STS.

Ask your career counselor to check your eligibility under this new change, because if you do qualify, your commanding officer is authorized to advance you to petty officer second class under the STAR program.

• **OFFICER EXTENSIONS CUT BACK**—The majority of eligible Regular Navy officers who wish to retire or terminate their temporary appointments and transfer to the Fleet Reserve will now be allowed to do so. Also, more resignations will be accepted, particularly from those not in aviation fields. The Navy's policy of selective involuntary extension, which applies to USN officers, has been eased. NavOp 26, issued late in 1966, made the official announcement.

In general, the policy now provides that captains and commanders will no longer be involuntarily retained on active duty. Most eligible officers of all grades (with exceptions as indicated below) will now receive approval for retirement or transfer to the Fleet Reserve.

The original selective retention policy was explained by AlNav 45-65 and NavOp 10-65, both of which were published on 13 Aug 1965. Approval of voluntary retirements, resignations and reversions of permanent and temporary Regular Navy Officers were to be selectively deferred for periods up to one year. Exceptions were to be made in case of personal hardship or when the extension would force the officer over the 29-and-one-half-year mark.

Reservists were not subject to deferral.

Since then the Navy has continued to make every effort to obtain enough officers with the required qualifications to permit the end of all involuntary retentions. It has recently become possible, as a result, to ease the retention policy somewhat.

Requests for which approval had been deferred until April 1967 or later have been reconsidered. Many of these extensions have been shortened. Each officer has been individually notified as to the outcome of the reconsideration.

The Navy will continue to need the services of some officers in special categories. Most of those who will be retained in the near future will be in the aviation field, primarily due to the current need for aviators, the importance of maintaining a proper rotation policy and because of the long lead time required to train replacements. In addition, a limited number of officers with other special qualifications will be affected. In accordance with longstanding Navy policy, every effort will be made to consider the personal problems of the individuals concerned.

Some officers may be retained for short periods while BuPers arranges for adequate reliefs.

In future cases of involuntary retention, the officer concerned will be advised of the approximate date on which his resignation will be accepted. He will not be required to resubmit. Future correspondence will be necessary only if he desires to withdraw his resignation.

• **MEDICARE SERVICES**—Family planning services may now be obtained through civilian physicians on an outpatient basis under the same conditions prescribed for other outpatient care from civilian sources.

The 1966 amendments to the Dependents' Medical Care Act remove the restrictive wording found in the old law which, for many, made it impossible to obtain medical guidance, counseling and supplies for family planning.

Naval medical facilities will have family planning services as of the first of January. Eligible Navy wives will be able to obtain family planning guidance, counseling and supplies (including drugs).

The extent to which they are provided, however, will depend upon the capabilities of the staff to render such services and whether or not space is available.

Alnav 66 and SecNav Inst 6320.14 provide the authorization.

THE BULLETIN BOARD

San Diego: It's a Great Navy Town and One of the Busiest

As just about everyone in the Navy knows, San Diego is the center of one of the largest naval establishments in the United States and, for that matter, in the world. If you have duty with the First or Seventh Fleets, you can be reasonably sure that, sooner or later, you'll pull a tour of duty in or near this metropolis.

It would be somewhat difficult to avoid such a tour even if you wanted to, for San Diego is the heart of area commands which embrace almost every variety of naval activity. In the immediate vicinity will be found headquarters of the First Fleet, the 11th Naval District, Naval Station, Training Command, Supply Center, and AirPac. These are supplemented by a multitude of support commands. (See box for a complete list of commands of the San Diego area.)

This ubiquity is no accident. The Navy and San Diego have been friends ever since USS *Alert* appeared in the harbor well over 100 years ago.

In 1842, *Alert*, commanded by Captain Phelps, sailed into San Diego harbor and came to the aid of Americans who sought protection during the troubled period preceding the conflict with Mexico.

Captain Phelps sent a landing party ashore. Meeting no opposition, he withdrew three days later. That was the Navy's initial association with the little town of San Diego, which stood on the site of a Spanish mission and an Indian pueblo.

Four years later *USS Cyane*, a sloop-of-war, arrived in San Diego under the command of Captain Samuel F. DuPont. War had officially been declared. The Americans landed unopposed and raised the U. S. flag over the Presidio in Old Town.

During the remainder of the century, naval vessels were to stop there frequently, during which time San Diego had an opportunity to show off its excellent harbor facilities.

The first hint that San Diego might become an important naval center came in September 1901, when the Navy acquired land on Point Loma for a naval coaling station. Many ships began to make it a regular stopping-off place on the West Coast.

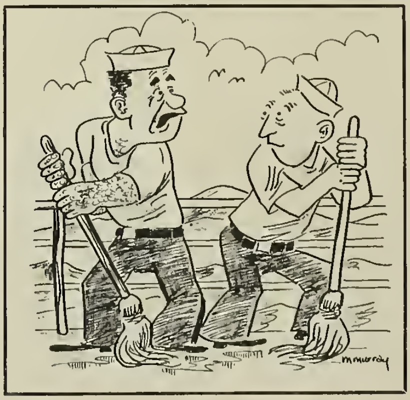
The Naval Radio Station was commissioned at the southwestern end of the Point Loma peninsula in 1906. This station participated in the evolution of our modern broadcasting equipment and procedures. It started off with the famous call letters NPL for Navy Point Loma. (In June 1949 the pioneer radio station was decommissioned and absorbed in the Navy Electronics Laboratory, which had grown up around it.)

In spite of the coaling station and the radio station, Navy growth in the area was still limited until 1914.

In 1911 and 1912, North Island became active in naval aviation as Glenn Curtiss operated a training school for naval airmen on leased land there. Curtiss also took off and landed the world's first hydroplane on the waters of San Diego Bay during this period.

After the entry of the United States into World War I, naval activity in San Diego stepped up. In 1917 the Navy was granted permission to build permanent installations on North Island and promptly took over two old buildings and the structures once used by Curtiss to house his early-day seaplanes.

All-Navy Cartoon Contest
LT Melville C. Murray, SC, USNR



"Frankly, Bert, I feel there's a great deal more substance to an early Renoir, but when it comes to abstract expressionism . . ."

The end of World War I was not the end of naval expansion in the area. By 1923, several installations had been commissioned. Among these were the Naval Hospital, the Naval Training Station (now the Naval Training Center), the Naval Base, the Destroyer Base and the Naval Supply Depot.

In addition, 1921 saw the establishment of the 11th Naval District with headquarters in San Diego. Another addition in 1921 was the Marine Corps Recruit Depot.

As world war II approached, naval activity picked up again in San Diego after a lull through the 30s. The Navy Electronics Laboratory was established in 1940. Shortly thereafter there followed in quick succession: improvement of the air station at North Island, building of the Naval Amphibious Base, auxiliary air fields sprouting up throughout the county, and an ammunition depot in Fallbrook.

Throughout this development, community cooperation played a large part. The development was due to several factors. Among them were the advantages of climate and location, making the area an ideal training site. Second was the landlocked harbor, considered by some to be the world's finest naval anchorage. Most important of all was the all-out community support the Navy received. This included, but was not limited to, purchases for and gifts of land to the Navy for the hospital, training center, amphibious base and other facilities.

Naval aviation has an important part in the community. It grew from the days of Glenn Curtiss and his hydroplane. In 1927 the Navy acquired North Island and stepped up a development program.

In the ensuing years Spanish Bight, an inlet separating North Island from Coronado, was filled in, and the shoreline adjacent to the island has been dredged to accommodate the Navy's largest aircraft carriers. North Island is no longer an island, nor can any indication be seen that there was a gap between Coronado and North Island. Quay walls have been built to accommodate the carriers berthed there, and hundreds of acres of tidelands have been reclaimed to add to the airfield.

THE NAVY is an important part of the San Diego community economic and social structure.

Each year, about a million people visit ships or tour shore installations of the Navy in the San Diego area.

People from all of the 50 states, U.S. territories and dozens of foreign countries have visited units of the Fleet which are open for general visiting each weekend at the foot of Broadway and Harbor Drive.

Several major air shows have been held by the Navy at its Miramar Naval Air Station and North Island Naval Air Station. These shows have drawn as many as 300,000 persons to see demonstrations of the latest Navy aircraft and missiles.

The Navy's bakery bill is about $2 million a year; the electric bill amounts to $3 million. Navy ships docking in San Diego's harbor buy over $3 million worth of dairy products annually.

Statisticians can add $800 million a year to San Diego's economy because of the Navy. There are normally 140,000 Navymen serving in ships and at stations in the San Diego area. There are another 19,000 civilian employees of the Navy here. If retired Navy personnel and Navy dependents are included, more than a quarter of San Diego County's population is Navy.

The Navy's role in San Diego is of social significance, too. The Navy is part and parcel of the community. It is deeply involved in every problem of the community.

The Navy built the first aqueduct from the Colorado River and turned it over to the city in 1946. The Navy financed the second aqueduct also, which it turned over to the city six years later.

Civilian church congregations include up to 35 per cent Navymen and their families. Over 1000 of the 7000 Boy Scout leaders in the county are servicemen. Other Navymen take active part in community functions and services of all kinds.

Operation Handclasp is the result of a humanitarian plan fostered by a San Diego-based Navy officer which provides food and clothing for needy people in the Far East.

Youth groups of all kinds, including children from orphanages in California and Mexico are frequent guests of Navymen at ships and stations in the area.

Since its arrival in San Diego harbor in 1842, the Navy has been a partner in the growth of the nation's southwestern-most metropolis.

Family Services Centers

When you receive your orders for San Diego (or, for that matter, almost anywhere within CONUS), you would do well to contact the Family Services Center located nearest your ultimate destination. It has been created for the sole purpose of answering questions and solving personal problems of Navymen and their families.

High on the list of any man's problems is his change of duty station. Family Services Centers in the San Diego area are located at the naval station, NAS North Island and NAS Miramar. Each is equipped to answer most of your questions. And if they can't answer them, they probably know someone who can.

HOW DID IT START

Paddle Landings Took Skill

For nearly six decades, Navy pilots have progressed through various stages of carrier landings ranging from the seat-of-the-pants methods to the fully automatic landings now becoming operational.

Antisubmarine Squadron 22 claims for herself (and other units of her air group) the distinction of being the last group of Navy fliers to make paddle landings—a skill which became archaic when USS Lake Champlain (CVS 39), the last of the straight-deck carriers, was decommissioned.

The paddle method of landing has played an important role in aviation history, and the squadron's pride in the skill it required is indeed justified.

Paddle landings under the guidance of the Landing Signal Officer—patron saint of all naval aviators—were characteristic of straight-deck carriers. Aircraft landing aboard them touched down on the aftermost part of the flight deck and headed straight down the ship's centerline.

During landing operations, other aircraft were parked on the forward end of the flight deck. The two areas were separated by barriers of large steel cables, hopefully strong enough to catch any aircraft not stopped by the arresting wires. Should a plane hit the barrier, it sometimes meant minor damage to the plane, but this was, at least, the lesser of two evils.

Since the deck space forward of the landing area was occupied with parked aircraft, pilots were committed to a full-stop landing earlier in the approach. There was no opportunity for a touch-and-go. No margin for error of any kind. Precision flying, honed by constant practice, was essential.

The landing signal officer with his paddles signaled on incoming aircraft whether it was too high, too low, or just right. Some LSOs could judge within a knot or so the speed of the approaching plane.

To present-day viewers of World War II movies, the LSO with his paddles held in outstretched hands, appears to be merely picturesque. Quaint. To present-day aviators, it seems almost incredible that all our carrier-based aircraft were recovered in this manner during World War II.

Now, of course, newer angled-deck carriers use mechanical/optical systems to give their pilots needed assistance. The LSO is still there to monitor the approach, but rarely uses paddles to give signals.

Although carrier flying still requires an immense amount of skill and still has its thrills, modern techniques have largely eliminated the type of cliff-hanging carrier landings favored by scenario writers but which were by no means fictitious.

The purpose of the Center is to help newly-arrived Navy people to become settled in the area, offer assistance to families with specific problems and to provide large quantities of miscellaneous information.

It provides a hospitality kit to help tide you over until your own gear arrives. It can give you the details of numerous government programs such as the GI Bill, Survivors' Benefits, and other benefits to Navymen and their families.

To help you ask intelligent questions before, or when you do arrive, here is a condensation of the general information the Center has on hand for the use of new arrivals.

All-Navy Cartoon Contest
Peter A. Hansen, EN1, USN

"Quite the liberty hound, that Fenmare!"

Housing

There's little question about it—government housing is limited in relation to demand, and it is likely to remain so. There are six off-station public quarters projects, totaling 3291 units, located in the San Diego area.

When available, these units are assigned to Fleet and shore-based personnel who are on active duty and permanently attached to San Diego shore activities or Fleet units based or homeported in San Diego.

Applications become effective and are placed on the waiting list the day they are received. Normally there is a considerable waiting period before assignment. A list of off-base housing is available, but good multi-bedroom homes are hard to find and you are advised to start house-hunting as soon as possible if this is what you have in mind.

Applications (11ND-Gen-11101/3 Rev 5-62) should be submitted in duplicate to: Housing Assignment Office, Public Works Center, Bldg 225, PO Box 114, Naval Station, San Diego, Calif. 92136.

There is no Navy temporary hous-

The San Diego Naval Complex: A Cross-Section of

Here is a list of the reasons why San Diego is considered to be one of the largest naval commands in the world:

- UNITED STATES FIRST FLEET: one of four numbered fleets in U. S. Navy. Charged with defending the western shores of the United States.
- HEADQUARTERS, ELEVENTH NAVAL DISTRICT: coordinates all shore stations in nine California counties; Clark County, Nev.; and the state of Arizona.
- U. S. NAVAL STATION: comprised of three commands, Marine Barracks, Service Schools, and commissary store. Eleven tenant commands and activities.
- NAVAL TRAINING COMMAND: the "Cradle of the Navy," has trained over 1,500,000 Navymen. It includes:
    - Recruit Training Command
    - Service School Command
    - Naval Administrative Command
- U. S. NAVAL HOSPITAL: largest military hospital in the world.
- NAVY ELECTRONICS LABORATORY: engaged in radio, radar and sonar research projects.
- COMMANDER FLEET AIR, SAN DIEGO: type commander for air units assigned to the Southern Section of Western Sea Frontier.
- COMMANDER NAVAL AIR FORCE, PACIFIC FLEET: provides naval aviation for the entire Pacific.
- NAVAL AIR STATION, NORTH ISLAND: largest aviation center on the Pacific Coast.
- NAVAL AIR STATION, MIRAMAR: home port of all Pacific Fleet fighter squadrons.
- U. S. NAVAL AUXILIARY AIR STATION, REAM FIELD: home port of six helicopter squadrons.
- SOUTHWEST DIVISION, NAVAL FACILITIES ENGINEERING COMMAND: plans, designs, and constructs naval and federal facilities.
- U. S. NAVAL PERSONNEL RESEARCH ACTIVITY: conducts inservice research in naval personnel administration and management.
- NAVAL SUPPLY CENTER, SAN DIEGO: provides general stores support for Fleet units and assigned continental and overseas activities.
- COMMANDER TRAINING COMMAND, PACIFIC FLEET: governs operational training of Pacific Fleet ships. It includes:
    - Fleet Training Group, San Diego
    - Fleet Training Center
    - Fleet Anti-Air Warfare Training Center
    - U. S. Fleet Antisubmarine Warfare Training Center
    - Fleet Computer Programing Center, Pacific
    - Nuclear Weapons Training Center, Pacific
    - Fleet Gunnery School
    - Pacific Fleet Photo-Triangulation Group
- COMMANDER AMPHIBIOUS FORCE, U. S. PACIFIC FLEET: provides the basic amphibious capability of the Pacific Fleet.
    - Amphibious Training Command
    - Landing Force Training Unit, U. S. Pacific Fleet
    - Naval Amphibious School
    - Amphibious Operational Training Unit
    - Underwater Demolition Unit One
    - Landing Ship Squadron One
    - Landing Ship Squadron Three
    - Naval Beach Group One
    - Beachmaster Unit One
    - Assault Craft Unit One
    - Amphibious Construction Battalion One
    - Utility Landing Craft Squadron One
    - Amphibious Group Three
- COMMANDER CRUISER-DESTROYER FORCE, U. S. PACIFIC FLEET: furnishes trained, combat-ready ships to the U. S. Seventh Fleet.
- COMMANDER SERVICE SQUADRON ONE: Pacific Coast headquarters for Pacific Fleet Service Force.
- SAN DIEGO GROUP, PACIFIC RESERVE FLEET: has the responsibility of 219 reserve ships.
- COMMANDER SUBMARINE FLO-

ing in the area. When reporting for duty, it is best to plan on local motel or hotel accommodations until you become settled. Many offer special servicemen's rates and, before registering, it is suggested that you inquire as to their availability before you commit yourself.

All six housing projects are designated as adequate government quarters and thus require full forfeiture of BAQ.

Admiral Hartman Quarters (Capehart)—This project is located approximately one mile east of the business district of Pacific Beach. Each home has two bathrooms, an attached single garage with storage space, back yards are fenced and lawns are equipped with sprinklers. Pets are permitted.

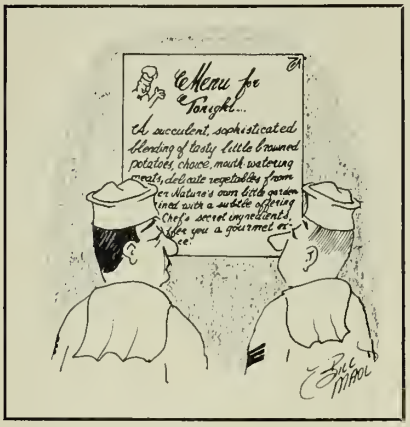
the Sea Service

TILLA ONE: controls all Eastern Pacific submarines.

- NAVAL REPAIR FACILITY: engaged in repair, alteration, and overhaul of Fleet vessels.
- And here are some of the many other units which give an idea of the scope of the tremendous naval complex in the San Diego area:

Naval Training Aids Facility
Naval Medical Neurological Research Unit
Naval Accounts Disbursing Office
Naval Publications and Printing Office
Naval Area Audit Office
Board of Inspection and Survey
Fleet Weather Facilities
Naval Training Device Center
Personnel Accounting Machine Installation
Commander Naval Air Bases, 11th Naval District
Enlisted Personnel Distribution Office, Pacific Fleet
Pacific Fleet Mobile Photographic Unit
Fleet Airborne Electronics Training Unit, Pacific
Fleet Aviation Accounting Office Pacific
Naval Research Resident Representative
Fleet Work Study Group, Pacific

All-Navy Cartoon Contest
William R. Maul, CTC, USN


Menu for Tonight...
A succulent, sophisticated blending of tasty little browned potatoes, choice, mouth-watering meats, delicate vegetables from er Nature's own little garden ined with a subtle offering Chef's secret ingredients. fer you a gourmet ex ce.
Bill Maul

"Hash"

It consists of 438 individual unfurnished officer and enlisted homes, allocated as follows:

Captains: five three - bedroom homes; three four-bedroom.

Commanders and lieutenant commanders: 43 three-bedroom; seven four-bedroom.

Junior officers: 118 three-bedroom, 25 four-bedroom.

Enlisted: 195 three-bedroom, 42 four-bedroom.

At last report, the waiting period for enlisted families for three-bedroom houses was six to 12 months; for four-bedroom, 12 to 18 months. For junior officers, three-bedroom, nine to 12 months; four-bedroom, 12 to 18 months. For commanders and lieutenant commanders, three-bedroom, 12 to 18 months, four-bedroom, 18 to 24 months. For captains, undeterminable.

Chesterton Quarters (Capehart)—This is located in the Linda Vista area, approximately one-half mile west of U. S. Highway 395. Each home has two bathrooms, an attached single garage with storage space, back yards are fenced and lawns are equipped with sprinklers. Pets are allowed.

The project contains 375 three-bedroom houses, and 59 four-bedroom. Enlisted personnel only are eligible. The waiting time is approximately the same as for the Admiral Hartman quarters.

Silver Strand, Amphibious Base, Coronado—This project consists of 250 units, 14 of which are available to captains, 10 to commanders and lieutenant commanders, 16 to junior officers, and 210 to enlisted men.

Quarters for captains are single units. Those for commanders and lieutenant commanders are either single or duplex-type. Junior officer and enlisted quarters consist of duplex units.

All units have two bathrooms and include built-in gas range with exhaust fan, 12-cubic foot refrigerator, garbage disposal, garage, laundry room for your washer and drier, sliding glass doors to patio slab. Flooring is vinyl asbestos except for bathrooms which have ceramic tile floors. Pets are permitted. Houses are either three- or four-bedroom.

Waiting time is similar to that of the Admiral Hartman project.

Bayview Hills—Located in the vicinity of Paradise Hills, this project has a total of 812 units. Ten two-bedroom, 60 three-bedroom and 20 four-bedroom units are available for officers and their families. The distribution for enlisted men is like this: 324 two-bedroom units, 308 three-bedroom and 90 four-bedroom.

Enlisted units consist of two-story, multi-unit structures. Officers live in duplex, triplex and fourplex (if there is such a word) units. Dogs are permitted if you are willing to build a fence around your establishment which meets with the approval of local authorities.

Waiting time for Bayview goes like this: Enlisted two- and three-bedroom units, one week to two months; four-bedroom, three to six months. For officers, two- and three-bedroom, one to three months; four-bedroom, six to 12 months.

Cabrillo Heights—This is located on Kearney Mesa, approximately one mile east of U.S. 395, between Linda Vista and Miramar. There are 812 units, divided as follows:

For officers: 16 two-bedroom units, 77 three-bedroom, four four-bedroom. For enlisted: 277 two-bedroom, 361 three-bedroom and 77 four-bedroom units.

Most enlisted units are located in two-story, multi-unit structures. Some four- and five-plex units are available. Officers live in duplex and single units. Restrictions concerning dogs are comparable to those at Bayview. Waiting time is also similar.

Gateway Village—This consists of enlisted quarters located next to the Marine Corps Recruit Depot and Naval Training Center in the Loma Portal area.

There are 70 one-bedroom apartments, 349 two-bedroom, 72 three-bedroom and 54 four-bedroom units.

"Units" in this case consist of two-story, multi-units structures of split-level type apartments; living room and kitchen are on the ground floor, bedrooms and bathrooms are on the upper floor. The same restriction concerning dogs as those cited for Bayview apply here.

Waiting time: one bedroom, four to six weeks; two bedrooms, one week to two months; three bedrooms, one to three months; four bedrooms, three to six months.

Although married men are unable to live on station at North Island because of limited housing, clean economical housing is offered through the 11th Naval District Housing Office at the naval station. Rents in neighboring Coronado or Imperial Beach are usually higher than in San Diego but the convenience often offsets this. The commissary and dependents' clinic, both located just inside the main gate at North Island, help to lick the problem.

Living conditions for unmarried men at North Island have been noted as exceptionally good. Clean barracks, a good mess hall and outstanding recreation facilities contribute to make duty here a pleasant assignment. In addition to the customary recreation facilities, North Island has an 18-hole golf course, an excellent bowling alley, and a rare opportunity in its sports fishing program.

Officer housing at Miramar consists of 30 new Capehart units, seven units of public quarters and a large BOQ.

Enlisted family housing has 42 Capeharts and nine sets of public quarters for chiefs and below, plus a large number of trailers for married enlisted men. There are 20 barracks for EMs.

At Ream Field, some housing is available on station to enlisted personnel in the lower pay grades. Most, however, live in the civilian communities of Imperial Beach and Chula Vista.

Automobiles

If you buy an automobile outside the state with the intention of using it in California, you will be charged a state use tax equal to four per cent of the purchase price, if bought from a dealer, or on estimated value by the Department of Motor Vehicles if bought from a private party. However, you are exempt from this tax if the auto is "substantially" used by you 90 days before you enter the state. The burden of proof is on you.

When buying a used car, fill out an ownership certificate and turn it in to the Department of Motor Vehicles with registration card for transfer of ownership. The fee for this is $2.

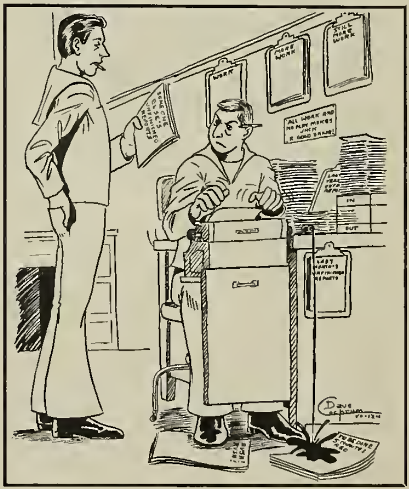
A new resident may operate his passenger auto without registering it until his home state registration expires. Military personnel may carry license plates from their home states or places where they served under military orders.

However, you are advised to check with the Department of Motor Vehicles within 30 days as to valid period of plates. New plates are expected to serve for the life of the vehicle. An identifying sticker is added to the plate each year for renewal.

The registration (or license) fee amounts to $9 plus a vehicle tax of $2 for each $100 value, based on value estimated by the Department of Motor Vehicles. Registration expires on 31 December; renewal deadline is midnight 4 February. Delinquency penalties are severe.

Visitors over 21 may use a valid home state driver's license until it expires, or until they make California their legal residence. Nonresident minor members of the armed forces may drive for 60 days on a valid license from their home state. License fee is $3. Vision, written and driving tests are required.

All-Navy Cartoon Contest
James R. Metcalf, SN, USN



"You busy?"

California does not require compulsory auto insurance, but if you are uninsured and become involved in an accident, you must post bond with the Department of Motor Vehicles.

A smog control device is required on some California registered vehicles. If you are going to apply for California registration on an out-of-state vehicle or a newly purchased vehicle, contact the Department of Motor Vehicles. In San Diego, the address is 3960 Normal St., telephone is 297-3511.

Naval Station Registration—The Naval Station Vehicle Registration Office issues permanent decals to personnel whose ships are normally berthed at the station or are assigned to the naval station for duty. Dependents may be issued decals when their sponsors are absent from the area.

To apply, you must bring: Evidence of ownership or certificate of registration; a valid state driver's license; and evidence of required minimum insurance, which is $10,000/$20,000 public liability and $5000 property damage.

A permanent decal will be issued according to rank or rating and will normally expire on the current insurance policy expiration date.

The decal denotes that a privately owned vehicle is authorized to be operated and parked on the naval station. It serves only to identify the vehicle. The driver and other occupants must be identified by means of a card, pass or badge.

Parking spaces are extremely limited and most areas are reserved for specific individuals. PO3s and below are not allowed on the station until after 0800 on working days.

Pass and ID Cards

An Armed Services Identification and Privilege Card is required before commissary and exchange privileges and medical care can be authorized.

Any dependent over 10 years of age is eligible to apply for an ID card. The applicant must fill out and have verified by the sponsor's command DD Form 1172 (Uniformed Services Identification and Privilege Card). After the application has been verified by the command, it will be returned. The applicant then takes it to the ID Card Photo Lab for further processing.

Taxes

State—Incomes of residents of the state, and incomes derived from California by nonresidents are subject to a state personal income tax. The form is modeled in a general way after federal income taxes.

The tax rate for a single person: First $2500, one per cent scaled up in $2500 increments to seven per cent on amounts over $15,000. For joint returns the first $5000 is at one per cent scaled up in $5000 increments to seven per cent on amounts over $30,000. Exemptions: Single person, $1500; married or head of household, $3000; each dependent, $600.

For further information, contact the California Franchise Tax Board, State Building, 1350 Front St., San Diego.

With the exception of food and fuels, there is a state sales and use tax of three per cent on all retail purchases.

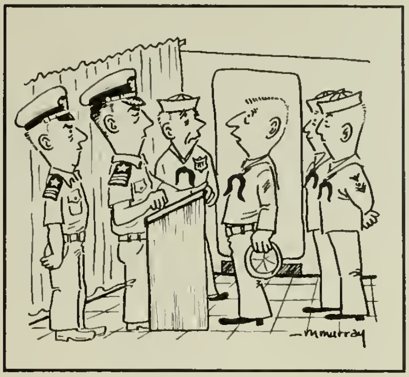
City and County—The combined rate for real and personal property located within the city of San Diego is determined annually by the County of San Diego, City of San Diego, Unified School District, Unified Port District and the County Water Authority. Residents in the major portion of the city pay a tax of $8.09 per $100 of assessed valuation.

Rates vary in certain sections of the city (generally newly annexed areas) depending on minor assessments. The location of the property determines the amount of taxes, as each of the several taxing jurisdictions is responsible for its own budget and fixing the tax rate. All counties in the state must maintain a ratio of assessment in keeping with the state-wide average. For more information, contact the County Assessor, County Administration Center, San Diego.

The city of San Diego also imposes a one per cent retail sales tax in addition to the state sales tax, making a total of four per cent retail sales tax. Other municipalities in the county likewise impose this one per cent sales tax.

Resident veterans are allowed to apply for an exemption of $1000 assessed valuation, provided they do not possess assets exceeding $5000 in assessed value for single persons, $10,000 for married persons.

All-Navy Cartoon Contest
LT Melville C. Murray, SC, USNR



"Is that your final word in the matter, Sir?"

Federal gasoline tax is $.04; state gasoline tax, $.07.

Schools

California law establishes the following minimum entrance ages for the public schools: to be enrolled in kindergarten, a child must be five years old on or before 2 December; to be enrolled in the first grade, a child must be six years old on or before 2 December, or have completed one year in a public school kindergarten in California or any other state.

Promotion from grade to grade is based on achievement and accomplishment and is not automatic.

All children enrolling in the public schools for the first time are required to present a birth certificate or other proof of date of birth. Also, all children must present evidence of completed immunization against polio; lacking this, a program of immunization is begun. Schools operate on a year session, rather than a semester basis, so children from most school systems may enter without loss of standing at any time, as transfers.

San Diego high schools have annual graduation, once a year, in June. Forty credits are required.

The Family Services Center has a map indicating the location and boundaries of San Diego County's 51 school districts. Information on the specific facilities in your district may be had by calling your local district office as listed in the telephone directory under the heading "Schools." Additional help may be obtained through the County Educational Office.

Information on Advanced Adult High School education in the area is available through the Board of Education Information Center.

The county is also the home of four major colleges, a city college and four junior colleges.

Detailed information concerning medical and dental care, religious services, commissaries and exchanges may be obtained from the Family Services Centers upon your arrival.

List of New Motion Pictures Available to Ships and Overseas Bases

The list of recently released 16mm feature movies available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

Battle of the Bulge (C) (WS): Drama; Henry Fonda, Robert Shaw.

The Chase (C) (WS): Drama; Marlon Brando, Jane Fonda.

Lady L (C) (WS): Comedy; Sophia Loren, Paul Newman.

An Eye for an Eye (C): Western; Pat Wayne, Slim Pickens.

Nevada Smith (C) (WS): Western; Steve McQueen, Brian Keith.

Walk, Don't Run (C) (WS): Comedy; Cary Grant, Samantha Eggars.

Mary Poppins (C): Musical Comedy; Julie Andrews, Dick Van Dyke.

The Reptile (C): Melodrama; Noel Willman, Ray Barrett.

Rasputin, the Mad Monk (C) (WS): Drama; Christopher Lee, Barbara Shelley.

Up to His Ears (C): Comedy; Ursula Andress, Jean Paul Belmondo.

Ambush Bay (C): Melodrama; Hugh O'Brien, Mickey Rooney.

Underworld Informers: Mystery Drama; Nigel Patrick, Margaret Whiting.

The Agony and the Ecstasy (C) (WS): Drama; Charlton Heston, Rex Harrison.

Beau Geste (C) (WS): Melodrama; Guy Stockwell.

Out of Sight (C) (WS): Musical Comedy; Jonathan Daly, Daren Jensen.

Traitor's Gate: Melodrama; Gary Raymond, Albert Lievin.

Seavey Segment A-67: Here Are Pointers and Cut-Off Dates

SEA DUTY commencement dates are set for Seavey A-67. As was the case in the preceding Seavey, all preferred overseas billets in certain areas will be filled by Navymen eligible for shore duty orders.

Navymen assigned to such areas will find their overseas tours in preferred areas to be longer than normal shore tours in continental U. S. Seavey-eligible Navymen will not be assigned to overseas activities where dependents are not authorized or where adequate family facilities (such as housing, schools, commissaries) are not available.

Navymen who do not wish preferred overseas shore duty must indicate so in block 11 of the rotation data cards. Normally, such men will not be sent overseas. However, after every effort has been made to assign them to CONUS, they may receive a 14-month sea extension when sufficient CONUS billets are not available.

Navymen who are converting to another rating, and who hold a conversion NEC (XX99) will be considered as serving in the rating to which they are converting for purposes of determining eligibility for orders under Seavey.

Starting with this Seavey, all explosive ordnance disposal technicians will be ordered ashore according to their NEC, instead of by rates.

Because of the buildup in Southeast Asia, it has been necessary to short-tour some men who were serving a tour of shore duty earned through Seavey procedures. So that such men will not be penalized with respect to subsequent eligibility for shore duty, procedures have been established for the computation of sea duty commencement dates.

If you served 18 months or more of your shore duty tour, there will be no change in your current sea duty commencement date. It will be counted as a full tour ashore.

If you served less than 18 months on such a tour of shore duty, a constructive sea duty commencement date will be established by the Chief of Naval Personnel, by adding the months served ashore to the original sea duty commencement date under which you had been previously ordered to shore duty.

If you fit into the latter category, your personnel officer will submit a request for the sea duty commencement date adjustment to the Chief of Naval Personnel. No adjustment request can be submitted, however, until you have served 12 months at your present duty station.

As in past Seaveys, if your continuous tour of sea duty commenced in or before the month and year specified for your rate and rating on the accompanying list, and if you satisfy the other requirements, you are eligible for shore duty.

The other requirements are:

- You must be in an "on board for duty" status at your present command.
- You must have an active duty obligation extending to May 1969 or beyond.
- Navymen on overseas shore duty or toured sea duty (sea duty for rotation) also must have a tour completion date which falls within the transfer months of that Seavey (that is, June to September 1967).
- Navymen on a sea tour extension are ineligible unless the extension expires during the transfer months of that Seavey.
- A change in rate or rating after the list of commencement dates has been promulgated does not change eligibility, since the effective date of BuPers Notice 1306 is the determining factor. (In this case, 1 Nov 1966). However, personnel reduced in rate to a pay grade which is ineligible for Seavey will be considered ineligible as of the date of reduction.
- Personnel assigned to preferred overseas shore activities who meet the sea duty cutoff dates of Seavey A-66 and whose tour completion date falls within the transfer months of Seavey A-67 will have a Rotation Data Card prepared and forwarded by the PAMI if they are not currently recorded in Seavey.

See your personnel man if you have any pertinent questions.

BMC	MAR 63
BM1	SEP 60
BM2	JAN 60
BM3	FEB 61
BMSN	FEB 61
QMC	SEP 61
QM1	JUL 60
QM2	FEB 61
QM3	APR 63
QMSN	APR 63
SMC	APR 62
SM1	JAN 60
SM2	JAN 60
SM3	JAN 60
SMSN	JAN 60
RDC	DEC 62
RD1	SEP 60
RD2	APR 61
RD3	JUL 63
RDSN	JUL 63
STC	JUN 62
ST1	JUN 62
STG2	JUN 62
STG3	JUN 62
STGSN	JUN 62
STS2	JUN 62
STS3	JUN 62
STSSN	JUN 62
TMC	DEC 62
TM1	MAR 62
TM2	MAR 62
TM3	JUN 63
TMSN	JUN 63
GMMC	AUG 62
GMM1	NOV 61
GMM2	JUN 60
GMM3	JUN 60
GMMSN	JUN 60
GMTC	JUN 65
GMT1	JUN 65
GMT2	JUN 65
GMT3	JUN 65
GMTSN	JUN 65
GMGC	FEB 62
GMG1	MAR 59
GMG2	MAR 59
GMG3	DEC 59
GMGSN	DEC 59
FTGC	AUG 62
FTG1	MAR 62
FTG2	MAR 62
FTG3	JAN 61
FTGSN	JAN 61
FTMC	AUG 62
FTM1	MAR 62
FTM2	MAR 62
FTM3	DEC 61
FTMSN	DEC 61
FTBC	AUG 62
FTB1	MAR 62
FTB2	JAN 62
FTB3	DEC 61
FTBSN	DEC 61
NEC 1143	MAY 64
NEC 1144	MAY 64
MTC	OCT 64
MT1	OCT 64
MT2	SEP 63
MT3	MAY 63
MTSN	JUL 64
MNC	JAN 65
MN1	JAN 65
MN2	JAN 65
MN3	NOV 64
MNSN	NOV 64
ETC	JUN 65
ET1	JUN 65
ETN2	AUG 64
ETN3	DEC 64
ETNSN	DEC 64
ETR2	AUG 63
ETR3	JUN 64
ETRSN	JUN 64
DSC	JUN 65
DS1	JUN 65
DS2	JUN 65
DS3	OCT 64
DSSN	OCT 64
IMC	JUL 62
IM1	JUL 62
IM2	APR 62
IM3	AUG 61
IMSN	AUG 61
OMC	FEB 63
OM1	FEB 63
OM2	FEB 63
OM3	JAN 63
OMSN	JAN 63
RMC	MAR 64
RM1	DEC 63
RM2	FEB 64
RM3	JUL 64
RMSN	JUL 64
YNC	JUN 65
YN1	JUN 65
YN2	JUN 65
YN3	JUN 65
YNSN	JUN 65
CYN3	NOV 64
CYNSN	NOV 64
PNC	FEB 65
PN1	FEB 65
PN2	FEB 65
PN3	JUN 65
PNSN	JUN 65
SKC	FEB 63
SK1	SEP 62
SK2	SEP 62
SK3	FEB 65
SKSN	FEB 65
DKC	MAR 63
DK1	JUN 62
DK2	FEB 64
DK3	JUN 65
DKSN	JUN 65
CSC	JUN 63

CS1	JUN 63
CS2	JUN 63
CS3	FEB 65
CSSN	FEB 65
SHC	DEC 64
SH1	SEP 60
SH2	SEP 59
SH3	SEP 59
SHSN	SEP 59
JOC	JUN 65
JO1	JUN 65
JO2	JUN 65
JO3	JUN 65
JOSN	JUN 65
PCC	JAN 64
PC1	SEP 63
PC2	SEP 63
PC3	OCT 64
PCSN	OCT 64
LIC	NOV 63
LI1	NOV 63
LI2	NOV 63
LI3	FEB 65
LISN	FEB 65
DMC	FEB 65
DM1	FEB 65
DM2	FEB 65
DM3	FEB 65
DMSN	FEB 65
MMC	MAR 60
MM1	JAN 60
MM2	JAN 60
MM3	DEC 61
MMFN	DEC 61
ENC	OCT 61
EN1	OCT 60
EN2	OCT 60
EN3	JUL 63
ENFN	JUL 63
MRC	JUN 62
MR1	JUN 62
MR2	MAY 62
MR3	JUL 62

MRFN	JUL 62
BTC	DEC 60
BT1	JAN 60
BT2	JAN 60
BT3	NOV 60
BTFN	NOV 60
BRC	JAN 60
BR1	MAY 59
EMC	OCT 61
EM1	JUL 60
EM2	JAN 61
EM3	FEB 63
EMFN	FEB 63
ICC	APR 62
IC1	AUG 60
IC2	JUL 60
IC3	OCT 62
ICFN	OCT 62
SFC	APR 60
SF1	JAN 60
SFM2	JAN 60
SFM3	MAR 62
SFMFN	MAR 62
SFP2	JAN 60
SFP3	AUG 61
SFPFN	AUG 61
DCC	APR 62
DC1	AUG 61
DC2	AUG 61
DC3	JUN 63
DCFN	JUN 63
PMC	AUG 61
PM1	FEB 61
PM2	FEB 61
PM3	FEB 61
PMFN	FEB 61
MLC	SEP 61
ML1	NOV 60
ML2	JAN 60
ML3	APR 61
MLFN	APR 61

EAC	SEP 64
EA1	SEP 64
EAD3	SEP 64
EADCN	SEP 64
EAS2	SEP 64
EAS3	SEP 64
EASCN	SEP 64
CEC	JUL 64
CE1	APR 64
CEP2	OCT 63
CEP3	SEP 63
CEPCN	SEP 63
CES2	OCT 63
CES3	JAN 64
CESCN	SEP 63
CEW2	FEB 64
CEW3	NOV 63
CEWCN	NOV 63
CET2	OCT 63
CET3	SEP 63
CETCN	SEP 63
EOC	JAN 64
EO1	JAN 64
EOH2	OCT 63
EOH3	JUN 64
EOHCN	JUN 64
EON2	MAR 64
EON3	MAR 64
EONCN	MAR 64
CMC	OCT 63
CM1	OCT 63
CMA2	AUG 63
CMA3	MAR 64
CMACN	MAR 64
CMH2	AUG 63
CMH3	APR 64
CMHCN	OCT 63
BUC	JAN 64
BU1	JAN 64
BUL2	JUN 63
BUL3	FEB 63
BULCN	FEB 63
BUH2	JUN 63
BUH3	FEB 64
BUHCN	FEB 64
BUR2	JUN 63
BUR3	JAN 63
BURCN	JAN 63

SWC	NOV 60
SW1	MAR 60
SWE2	MAR 60
SWE3	NOV 62
SWECN	NOV 62
SWF2	MAR 60
SWF3	NOV 62
SWFCN	NOV 62
UTC	JAN 63
UT1	JAN 63
UTA2	OCT 62
UTA3	JUN 62
UTACN	JUN 62
UTB2	OCT 62
UTB3	OCT 62
UTBCN	OCT 62
UTP2	OCT 62
UTP3	JUN 62
UTPCN	JUN 62
UTW2	OCT 62
UTW3	MAR 63
UTWCN	MAR 63
ADRC	FEB 65
ADR1	FEB 65
ADR2	FEB 65
ADR3	FEB 65
ADRAN	FEB 65
ADJC	OCT 64
ADJ1	OCT 64
ADJ2	OCT 64
ADJ3	OCT 64
ADJAN	OCT 64
ATC	MAR 65
AT1	MAR 65
ATR2	MAR 65
ATR3	NOV 64
ATRAN	NOV 64
ATN2	JAN 65
ATN3	NOV 64
ATNAN	NOV 64
AXC	JUN 64
AX1	FEB 64
AX2	MAR 64
AX3	MAR 64
AXAN	MAR 64
AOC	APR 64
AO1	JAN 64

AO2	JAN 64
AO3	FEB 65
AOAN	FEB 65
AQC	APR 65
AQ1	APR 65
AQB2	FEB 65
AQB3	FEB 65
AQBAN	FEB 65
AQF2	FEB 65
AQF3	FEB 65
AQFAN	FEB 65
ABEC	OCT 63
ABE1	AUG 62
ABE2	OCT 62
ABE3	MAR 63
ABEAN	MAR 63
ABFC	MAY 64
ABF1	MAY 64
ABF2	JUL 63
ABF3	JAN 64
ABFAN	JAN 64
ABHC	AUG 64
ABH1	DEC 63
ABH2	DEC 63
ABH3	OCT 64
ABHAN	OCT 64
AEC	JUN 64
AE1	DEC 64
AE2	FEB 65
AE3	FEB 65
AEAN	FEB 65
AMSC	JUN 65
AMS1	JUN 65
AMS2	FEB 65
AMS3	FEB 65
AMSAN	FEB 65
AMHC	APR 63
AMH1	JUL 64
AMH2	OCT 64
AMH3	OCT 64
AMHAN	OCT 64
AMEC	JUN 65
AME1	JUN 65

AME2	JUN 65
AME3	JUN 65
AMEAN	JUN 65
PRC	MAR 65
PR1	FEB 65
PR2	FEB 65
PR3	OCT 64
PRAN	OCT 64
AKC	JUN 65
AK1	JUN 65
AK2	JUN 65
AK3	JUN 65
AKAN	JUN 65
AZC	JUN 65
AZ1	JUN 65
AZ2	JUN 65
AZ3	FEB 65
AZAN	FEB 65
PHC	MAR 65
PH1	FEB 65
PH2	NOV 64
PH3	NOV 64
PHAN	NOV 64
PTC	JUN 65
PT1	JUN 65
PT2	JUN 65
PT3	JUN 65
PTAN	JUN 65
HMC	OCT 64
HM1	OCT 64
HM2	OCT 64
HM3	OCT 64
HN	OCT 64
DTC	JUN 65
DT1	JUN 65
DT2	JUN 65
DT3	JUN 65
DN	JUN 65
SDC	SEP 64
SD1	JUN 62
SD2	JUN 62
SD3	AUG 60
TN	JUL 62

Presidential Appointments to Naval Academy Increased

Recent legislation has approved an increase in the number of servicemen's sons who may be appointed to the Naval Academy by the President.

In the past, the President has been authorized each year to appoint 75 sons of Regular members of the armed services to the Academy.

In addition, applicable laws have provided that there may be at the Naval Academy at any one time 40 midshipmen selected in order of merit from sons of members of the Armed Forces who were killed in action or died of wounds or injuries received or diseases contracted in World War I, World War II, or the Korean conflict.

Public Law 89-650, passed recently, has extended eligibility.

Now, the President may appoint 100 midshipmen each year, selected from sons of members of the services who:

- Are on active duty (other than for training) and who have served continuously on active duty for at least eight years. This section of the law now includes Reservists on active duty for eight or more years.
- Are, or who died while they were, retired with pay, or granted retired or retainer pay, (except those retired under Section 1331 of Title 10).

Also, 40 midshipmen may be selected each year from sons of servicemen who were killed or completely disabled while on active duty.

Details may be found in BuPers Notice 1531 of 3 November.

For additional information concerning admission to the Naval Academy, write to the Chief of Naval Personnel (Pers-B66), Navy Department, Washington, D. C. 20370.

All About Officer Assignment: Who Goes Where, Why and How

IN THIS ERA OF TECHNICAL sophistication, it's not always easy to find the right man for the right job.

In no other occupation could this be more true than in the Navy. That's why the naval officer, in particular, is hand-picked for his assignments.

The process of assigning an officer to duty is far more complicated than throwing darts at an assignment board.

To begin with, every assignment must, to varying degrees, meet: (1) the needs of the services; (2) the professional development needs of the individual, and (3) the personal preferences of the individual.

Each of these military requirements and preferences is the responsibility of three groups of individuals—assignment officers (or detailers), placement officers, and the officer being assigned.

- The first of these, the detailers, are located in the Bureau of Naval Personnel and represent naval officers with certain grades and areas of specialty.

For instance, one detailer may be responsible for the assignments of restricted line engineer lieutenants while another detailer represents Supply Corps officers.

- The placement officers, who are also located in the Bureau, concern themselves more with the officer qualification needs of each naval command rather than the personal preferences of the individual.

Essentially, they represent all the various naval commands, from the Systems Command and major naval activities on down the line to the ships in the Fleet.

It's the placement officers who see to it that qualified officers are made available to fill specific billets at any activity at any given time.

- The third leg of the triangle is the individual officer who is responsible for informing the Bureau of his duty preferences and how he feels he can best serve the Navy.

It is necessary that all three work closely together for the officer distribution program to function smoothly and effectively.

TO ACHIEVE THIS UNITY, BuPers employs a four-code system when assigning officers to duty stations. The system is broken down into Officer Designator Codes, Officer Subspecialty Codes, Naval Officer Billet Codes, and Billet Identification Codes.

The formula that combines these codes into the pattern of the officer distribution system is somewhat complex. Nevertheless, it's important that every officer be familiar with the code system, understand its formula, and recognize how his personal qualifications may have an effect on the placement process—especially when he applies for a specific assignment.

Step by step, here's how the system works.

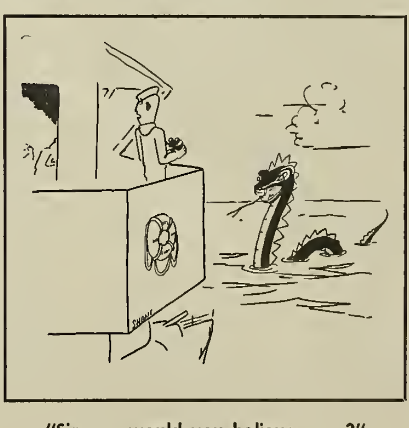
First of all, to be effective, a detailer becomes acquainted with all the officers within the group under his charge. He may meet only a handful of them personally, but he should know each of them by his recorded background.

From these records the detailer is able to develop a profile of an individual—his education level, marital and dependent status, previous duty assignments, and professional qualifications.

Other military notations on record may include data on an officer's special military training and education, his fields of interest, what he feels his career needs are, and his personal preferences as to future duty assignments.

One of the most fundamental items of an individual's record is his Officer Designator Code. This code is an important factor in relation to assignments. It is one of the basic tools the detailer uses to begin his search for the right man for the right job.

All-Navy Cartoon Contest
Michael L. Shane, FTG1, USN



"Sir . . . would you believe . . . ?"

THE OFFICER DESIGNATOR CODE is a series of four digits which identify an officer with his primary job and status in the Navy. It's like having a second ID number, but this number is not exclusive with any one individual.

The first three digits of the designator indicate to the detailer in what general area an individual is specialized.

For example, a designator coded 1450 identifies a Regular Navy restricted line engineering duty officer whose specialty is ordnance.

Before the fourth digit of the officer designator is explained here, the structure of the first three digits should be understood.

Basically, there are 67 designators (areas of specialization) with which officers in the Navy are identified.

In some ways these areas can be compared in structure with the 66 different rates of Navy enlisted men, except that officer designators are classified by code numbers.

For instance, an enlisted man in the supply field might be known as a storekeeper while an officer in the same field, the Supply Corps, is identified numerically by his designator code, such as the general area codes 3100, 3700 or 7980.

As these sample designators indicate, an officer's designator also identifies him with a specific officer category. In this case it's the Supply Corps which is listed as part of the Staff Corps category.

ALTOGETHER THERE ARE FIVE officer categories: Unrestricted Line, Restricted Line, Limited Duty, Staff Corps, and Warrant.

Unrestricted Line and Restricted Line officers carry designators whose first digit begins with "1".

Designators for Limited Duty officers always begin with the number "6", while the first digit for Staff Corps designators ranges from "2" through "5".

Warrant officer designators can be identified by either digit "7" or "8" as the first number.

Additional examples of how officers are identified within each category by the first digit of their designator codes are as follows:

110—*Unrestricted Line*—An officer whose primary field is naval warfare, either surface or subsurface or both.

145—*Restricted Line*—An engineering duty officer whose specialty is ordnance.

620—*Limited Duty*—An officer whose principal field of interest is limited to administration.

220—*Staff Corps*—A Dental Corps officer.

849—*Warrant*—A warrant officer of the Civil Engineer Corps.

Now then, the fourth number of the officer designator indicates to the detailer the individual's status—if he's Regular Navy, Naval Reserve, Warrant, or a temporary officer.

If the fourth digit of the designator code of an Unrestricted Line officer above were to be a "0", thus 1100, it would identify him as an officer in the Regular Navy whose permanent grade is ensign or above.

Other final digits used for status identification and translation are:

1—An officer of the Regular Navy whose permanent status is warrant officer.

2—A temporary officer of the Regular Navy whose permanent status is enlisted.

3—An officer of the Regular Navy who is on the retired list.

4—Not used.

5—An officer of the Naval Reserve (except for those with digits "6" and "7" below).

6—An officer of the Naval Reserve who was appointed in the Naval Reserve Integration Program from enlisted ranks.

7—An officer of the Naval Reserve on active duty in the TAR program (Training and Administration of Reserves). This digit is also used for officers of the TAR program who are rotated to other than TAR billets.

8—Not used.

9—An officer of the Naval Reserve who is on the retired list.

That, in a nutshell, covers the structure of the Officer Designator Code. Now for a look at role of designator in distribution plan.

IN HIS CAPACITY as detailer, the assignment officer measures an individual's designator specialty in relation to all other officers within a particular grade. This enables him to evaluate certain qualifications of an individual as compared to those of his contemporaries.

The detailer generally obtains all the information he needs to know from service record files, fitness reports, officer data cards, and personal preference cards.

From the preference cards, which he receives periodically from all officers under his charge, the detailer usually is able to learn three things: an individual's personal estimate of his own professional capabilities, what the officer believes his career needs are in relation to his particular field of endeavor (such as engineering), and where the individual would like to spend his next tour of sea or shore duty.

All of these factors are tools which the detailer uses when trying to satisfy the career needs and desires of the individual, while the placement officer tries to satisfy the needs of a specific activity.

THE OFFICER PLACEMENT Branch in BuPers is actually where the assignment kickoff gets underway. As a matter of fact, it's more like a volleyball game between the detailer and placement officer, and it usually takes at least four volleys to make a score.

NOW HERE'S THIS

No Brown-Baggers Aboard Archerfish

An insurance agent selling family group plans would go broke on USS Archerfish (AGSS 311). It has an all-bachelor crew.

An oceanographic survey ship, Archerfish was originally a fighting submarine. Now her torpedo tubes have been removed and she is refitted to carry sensitive electronic equipment for hydrographic and oceanographic work. Her mission keeps her at sea for long periods and she seldom visits her home port of Pearl Harbor. Hence the total lack of brown-baggers aboard Archerfish.

She has been staffed with a bachelor crew since 1960, and apparently the crew likes it that way. There is reportedly a waiting list of bachelors who want to join the crew.

Besides the novelty of being in a ship which has nary a single un-single man aboard, Archerfish has more to offer a young Navyman. Like travel. Since trading her torpedoes for scientific gear, she has steamed over 369,000 miles, and visited ports all over the world.

The delivery comes from the placement officer after he determines two things: which billets will require replacement officers in approximately six months; and what specific officer talents are required to meet the qualifications of the billets being vacated.

He follows through by informing the detailer how many officers are needed, the grade and special qualification requirements, and the month the transfers are expected to occur—volley number one.

Now the detailer reviews the career needs, qualifications and preferences of all officers under his responsibility who will be available for assignment during the specified time frames.

When he completes his screening, he nominates to the placement officer those officers whom he considers most suitable for the specific billets in question. Keep in mind that the detailer's primary responsibility is the career development of the individual officer)—volley number two.

BACK TO THE PLACEMENT DESK—the placement officer checks the qualifications of the officers nominated against the billet requirements of the activities for which he is responsible and either accepts or rejects the nominations—volley number three.

If the proposals are accepted, the recommendations are returned to the detailer who writes up the assignment orders and sends them on the way to the officers awaiting rotation—volley number four, end of game.

Remember that all assignments are based on the needs of the service, the professional development of the officer and the individual's duty preferences—in that order of precedence.

In other words, requirements are not developed for the officers. Officers are developed and assigned to fill requirements. This sounds as though the individual officer has little chance of getting his choice of duty since the needs of the Navy take precedence, but the fact is that individuals receive their duty preferences about 80 per cent of the time.

However, circumstances do arise occasionally when an officer's request for a specific assignment cannot be authorized. Several factors may contribute to this.

For one, the billet may be already filled. Or perhaps the individual seeking the assignment may lack certain experience or the necessary qualifications required of him in his chosen billet. This is generally the case.

On the other hand, the officer may be needed in another billet which calls for his specific talents.

Then there are those individuals who request billets that are nonexistent, such as destroyer duty in Boston, Mass., where no DDs are homeported.

WHEN A PROPOSAL IS REJECTED, because another nomination was more suitable for the job, the detailer studies the officer's career needs and qualifications further and suggests to the placement officer a secondary billet proposal. This proposal is as closely related as possible to the first request.

As may be seen, every effort is made by the BuPers team to ensure that every assignment is compatible with the individual's career pattern.

This career pattern of naval officers is perhaps the most significant, long-range consideration detailers must take into account when selecting someone for an assignment.

Misassignment of an individual could mean a loss of talent to the Navy and could seriously hinder a man's career, especially if he lacks proper experience.

To guard against misassignments, and otherwise to simplify matters for detailers and placement officers, the Bureau employs another of its elements in the four-code system—the Billet Identification Codes.

THE BILLET IDENTIFICATION CODES are used in connection with every officer billet throughout the Navy. Their numbers parallel those of the individual's officer's designator and, like the designator, has four digits.

Say an officer with a designator of 5100 (Civil Engineer Corps) is up for reassignment. Somewhere, either stateside or overseas, or maybe at the South Pole, there's a billet bearing number 5100.

So when an officer's designator is once established, it then denotes the type of billet to which he is most often assigned. This is true primarily of sea duty billets; it may, but does not necessarily always, pertain to shore duty assignments.

Shore duty billets for unrestricted line officers (and sometimes restricted and Staff Corps officers) are filled on the basis of Officer Subspecialty Codes when the need arises.

This facet of the four-code system —officer subspecialty—identifies that area of activity in which an unrestricted line officer is qualified in addition to his specific category as indicated by his designator.

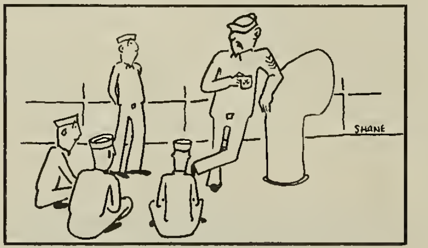
There are cases when restricted line and staff corps officers may carry subspecialty codes but these codes relate directly to their specialties, whereas unrestricted line officers' subspecialty codes represent areas other than that of their specialty, naval warfare.

One subspecialty of an unrestricted line officer, for example, would be Personnel Management, involving planning, research and administration of naval personnel matters.

ALTOGETHER THERE ARE 14 basic subspecialties, some of which have additional sub-areas of specialization. They are: Politico-Military Strategic Planning; Material Support Management; Public Affairs; Personnel Management; Intelligence; Financial Management; Cryptology; Communications; Environmental Science; Computer Systems Management; Operations Analysis; Science; Weapons Engineering; and Ship Engineering.

Along the same line as designator codes, certain billets have been identified with subspecialty code numbers. Therefore, to find the right man for the right job, detailers attempt to align these billet subspecialty codes with comparable, corresponding subspecialty codes carried by qualified officers.

All-Navy Cartoon Contest
Michael L. Shane, FTG1, USN



"Once, upon a time . . ."

Officers may become qualified for a subspecialty either through experience in the field, special education (such as postgraduate school), or both.

If the detailer sees on an officer's personal preference card that he wishes to attend postgraduate school to advance his proficiency toward a subspecialty, he makes the candidate available to the selection board which determines those officers eligible for the special instruction.

However, the timing should be right in respect to the officer's career pattern so that he may gain the most from the schooling.

Once an officer has acquired a subspecialty, he can anticipate repeated assignments ashore in subspecialty billets corresponding to his qualification.

As a rule, this certainty is well-founded, provided the individual's subspecialty code is followed by the letter "P". This denotes that the officer has gained his subspecialty qualifications through postgraduate instruction.

If the code is followed by the letter "S" it means that he obtained his subspecialty through experience in the field. These letters inform the Bureau, or other interested persons, of an individual's level of qualification within his subspecialty field.

ALSO USED FOR ASSIGNMENT purposes is still another unit of the four-code system. This code, the Naval Officer Billet Code, helps the detailer and placement officer to identify an officer by his experience and qualifications related to his designator. As a general rule, these codes are used primarily for sea duty.

It's nearly impossible to focus on all aspects of the entire officer distribution picture. This article covers only the surface. Complete technical knowledge of the system would require a comprehensive study, fundamentally on the job.

The main thing to remember is the four-code system:

- *Officer Designator Codes*—the four-digit code which identifies the individual with his chosen field of endeavor.
- *Subspecialty Codes*—a series of

numbers which denote an officer's secondary qualification, usually applied to shore duty assignments.

- *Naval Officer Billet Codes*—codes used to indicate that an officer has qualified in certain specific areas aside from that of his subspecialty.
- *Billet Identification Codes*—the code which parallels the digits of officer designators, subspecialty codes and naval officer billet codes, thus indicating the type of billet and the qualifications needed by an officer to fill the billet.

All these codes, in some way or another, have a bearing on an officer's career pattern, which is formed by the help of the detailer and placement officer.

Almost daily the detailers receive telephone calls, letters or visits from officers inquiring as to what billets to ask for in relation to their career patterns.

Most of the inquiries can be answered simply by means of the individual preference card if an officer is careful to ask for billets consistent with his seniority and experience.

In this way, the detailers have a much better chance of satisfying an individual's assignment wishes and, at the same time, finding the right man for the right job.

—Marc Whetstone, JOC, USN.

Who's Who and What's What on the Designator Numbers List

There are 17 Navy Department System Commands and naval activities which act as sponsors for the 69 Regular Navy designators carried by naval officers.

It is the responsibility of these sponsors to inform the Chief of Naval Operations and the Bureau of Naval Personnel of the officer requirements within each of their commands.

The list below shows a breakdown of the various designators together with their sponsoring activities.

Deputy Chief of Naval Operations for Manpower and Naval Reserve

1100	Unrestricted Line Officers (Surface)
6000	(LDO) Deck
6010	(LDO) Operations
6200	(LDO) Administration
6260	(LDO) Bandmaster
7130	(WO) Boatswain
7140	(WO) Operations Technician
7820	(WO) Ship's Clerk
7850	(WO) Bandmaster

Deputy Chief of Naval Operations for Air

1310	Unrestricted Line Officers (Aviator)
1320	Unrestricted Line Officers (Naval Flight Officers)
1380	Unrestricted Line Officers (Aviator—Lighter Than Air)
6600	(LDO) Aviation Operations
6610	(LDO) Aviation Control
7110	(WO) Aviation Operations Technician
7450	(WO) Aviation Control Technician

Director of Naval Intelligence

1350	Air Intelligence Officers
1630	Special Duty Officers—Intelligence
6620	(LDO) Air Intelligence
7620	(WO) Air Intelligence Technician

Commander, Ship Systems Command

1400	Engineering Duty Officers
1450	Engineering Duty Officers (Ordnance)
6300	(LDO) Engineering
6350	(LDO) Hull
6370	(LDO) Electrician
7430	(WO) Machinist
7540	(WO) Electrician
7740	(WO) Ship Repair Technician

Commander, Electronic Systems Command

1400	Electronics
6400	(LDO) Electronics
7660	(WO) Electronics Technician

Commander, Air Systems Command

1510	Weapons Engineering Duty Officer
6700	(LDO) Aviation Ordnance
6800	(LDO) Avionics
6850	(LDO) Aviation Maintenance
7210	(WO) Aviation Ordnance Technician
7410	(WO) Aviation Maintenance Technician
7600	(WO) Aviation Boatswain
7610	(WO) Aviation Electronics Technician

Commander, Ordnance Systems Command

1520 (when established)	Ordnance Engineering Duty Officers
6150	(LDO) Ordnance
7230	(WO) Surface Ordnance Technician
7240	(WO) Ordnance Control Technician
7330	(WO) Underwater Ordnance Technician
7340	(WO) Mine Warfare Technician

Director, Naval Weather Service

1530	Meteorologists
6650	(LDO) Meteorology
8210	(WO) Aerographer

Director of Naval Communications

1610	Special Duty Officers (Cryptology)
6460	(LDO) Cryptology
7640	(WO) Communications Technician

Judge Advocate General

1620	Special Duty Officers (Law)

Deputy Chief of Naval Operations for Fleet Operations and Readiness

1640	Special Duty Officers (Photography)
6630	(LDO) Photography
8310	(WO) Photographer

Chief of Information

1650	Special Duty Officers (Public Affairs)

Oceanographer of the Navy

1670	Special Duty Officers (Hydrography)

Chief, Bureau of Medicine and Surgery

2100	Medical Corps
2200	Dental Corps
2300	Medical Service Corps
2900	Nurse Corps
8170	(WO) Medical Service
8180	(WO) Dental Service

Commander, Supply Systems Command

3100	Supply Corps
3700	(LDO) Supply Corps
7980	(WO) Supply Clerk

Chief of Chaplains

4100	Chaplain Corps

Commander, Facilities Engineering Command

5100	Civil Engineer Corps
5700	(LDO) Civil Engineer Corps
8490	(WO) Civil Engineer Corps

DECORATIONS & CITATIONS

NAVY CROSS

"For extraordinary heroism . . ."

★ GILLESPIE, Martin L., Jr., Hospital Corpsman 2nd Class, USN, posthumously, as platoon corpsman, 2nd Platoon, Company D, 1st Battalion, 4th Marines, during Operation Texas in the Republic of Vietnam against communist insurgent guerrilla forces on 21 Mar 1966. While engaged in a search and destroy mission, the 2nd Platoon came under devastating fire from concealed, fortified enemy positions about 75 meters to their front. Observing a Marine wounded as he tried to knock out the enemy emplacements with a rocket launcher, Petty Officer Gillespie dashed across 30 meters of exposed ground, completely disregarding the intense volume of fire. Upon reaching the critically wounded Marine, Petty Officer Gillespie began administering lifesaving aid with calm professionalism. Although the surrounding area was raked continually with enemy fire, Petty Officer Gillespie continued to work, remaining in the exposed position for several minutes until he had stopped the bleeding. Then, as he began to move the wounded Marine to cover, Petty Officer Gillespie was mortally wounded by enemy fire. As a result of his skill and his daring actions, the life of the Marine was saved. Petty Officer Gillespie gallantly gave his life in the service of his country.

LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the government of the United States . . ."

★ BAER, Donald G., Rear Admiral, USN, as Commander U. S. Naval Base, Subic Bay, Philippines, from August 1964 to August 1966, for his part in supporting the entire Seventh Fleet with facilities, money and personnel allowances designed to support only a small part of that Fleet; that is, for transforming the base into an effective Fleet operating base, and for his advancement of Filipino-American relations.

★ BRYAN, Louis A., Rear Admiral, USN, posthumously, from June 1964 to February 1966 as Commander, U. S. Naval Forces Southern Command and Commandant, 15th Naval District, for his part in furthering the mutual security of the United States and Latin America through the Military Assistance Program.

★ CRAWFORD, Earl R., Rear Admiral, USN, as Commander Amphibious Group Two from 5 May 1965 to 18 May 1966, for his work in the successful testing and evaluation of innovations in the areas of command, control and coordination of multi-deck LPH assault landing operations, and communications reliability in normally difficult reception areas.

★ CROUTER, Robert W., Commander USN, as Head, Undersea Warfare Section, Office of Naval Intelligence, from 8 Feb 1964 to 26 Apr 1966, for his work in the implementation of a highly successful undersea warfare intelligence program of extreme sensitivity.

★ FLUCKEY, Eugene B., Rear Admiral, USN, as Commander Submarine Force, U. S. Pacific Fleet, Commander Antisubmarine Warfare Submarine Patrol (CTG 37.0), Commander Submarine Patrol Group (CTG 57.0) and Commander Missile Attack Group (CTG 57.9), from 1 Jun 1964 to 11 Jun 1966, for his work in the implementation of computer programs which have materially assisted submarine planners in improving submarine readiness.

★ HYDE, Robert A., Lieutenant Commander, USN, as Commanding Officer of USS *Caiman* (SS 323) during the fall of 1965, for the success of his ship in accomplishing a mission of great value to the Government of the United States.

★ KALEN, Robert L., Captain, USN, as Executive Assistant and Naval Aide to the Secretary of the Navy, from 22 Jun 1965 to 1 Nov 1966, for his careful direction of staff work on important issues which promoted the decision-making process in the Secretariat and paved the way for acceptance of important Navy positions and concepts in the Office of the Secretary of Defense.

★ LABARRE, Carl A., Captain, SC, USN, as Officer in Charge of the Atlantic Fleet *Polaris* Material Office and Assistant for Material Support to the Technical Director, Special Projects Office from June 1959 to May 1966, for his contributions to innovations and new concepts which contributed to the highly successful logistic support within the vital Fleet ballistic missile program and to improvements in the project management within the Navy.

★ LOUGHLIN, Charles E., Rear Admiral, USN, as Commander Submarine Flotilla Six from 24 Aug 1964 to 24 Sep 1966, for supervision of the post-construction and post-overhaul predeployment training of a major portion of the Submarine Force, U. S. Atlantic Fleet during a period of unprecedented growth.

★ LYON, Harvey E., Commander, USN, during a period in 1965 while assigned as Commanding Officer, USS *Pollack* (SSN 603), for planning and executing a complex independent submarine operation, the results of which were of the utmost importance to the national defense of the United States.

★ MCCUDDIN, Leo Bob, Captain, USN, as Commander Task Unit 77.4.1 and as Commanding Officer, USS *Ranger* (CVA 61), from 10 Jan 1966 to 7 Jun 1966, for the planning and execution of aerial armed reconnaissance and interdiction air strikes in North Vietnam.

★ REES, Joseph R., Captain, USN, from June 1963 to August 1966 while serving successively as Fighter Design Officer of the Bureau of Naval Weapons; Project Manager, F-111B/*Phoenix*, Office of the Chief of Naval Material; and Deputy Project Manager, F-111B/*Phoenix* Naval Material Command, for his exceptionally significant contributions to the development of the F-111B/*Phoenix* Weapon System.

★ TREADWELL, Archie B., Commander, USN, while serving as Head, Attack Weapons Systems Section, Air Warfare Division, Staff, Commander Operational Test and Evaluation Force, from October 1965 to June 1966, for his help in the development of plans to investigate tactics and equipment to reduce the effectiveness of the enemy antiaircraft system existing in Southeast Asia.

★ WATKINS, James D., Commander, USN, as Commanding Officer, USS *Snook* (SSN 592) during the spring of 1965, for his work in proving the operational value of a unique equipment system of great value to the U.S. Government.

Gold Star in Lieu of Second Award

★ **Blouin**, Francis J., Rear Admiral, USN, as Director of the Far East Region in the Office of the Assistant Secretary of Defense (International Security Affairs), from October 1963 to July 1966, for developing recommendations on politico-military matters involving the many widely-differing countries of an area in which the U. S. has concurrently been confronted with some of its most crucial and complex problems with respect to both military strategy and foreign policy.

Gold Star in lieu of Second Award

★ **Jaap**, Joseph A., Rear Admiral, USN, as Commander in Chief Pacific Representative to the Joint Strategic Target Planning Staff and to the Strategic Air Command, from 4 May 1964 to 27 May 1966, for his significant contributions toward the refinement of the national strategic targeting and attack policy and the improvement of operational planning at the JSTPS.

Gold Star in lieu of Second Award

★ **Osborn**, James B., Captain, USN, as Prospective Commanding Officer and Commanding Officer of USS *Simon Lake* (AS 33) from 2 Jul 1965 to 15 Jun 1966, for working to develop the ship into a highly effective repair craft and for the development and implementation of the *Polaris* Tender Management Concept, now the accepted management standard for Atlantic Fleet *Polaris* submarine tenders.

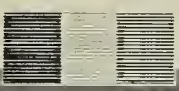
Gold Star in lieu of Third Award

★ **Bond**, George E., Captain, MC, USN, as Senior Medical Investigator during Project Sealab II, from 1 Feb 1965 to 31 Oct 1965, for his contributions to the medical investigations that gave the United States the first definitive information on long endurance operations at depths below 200 feet in the ocean with divers saturated to the pressure of the depth at which they resided.

DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight . . ."

★ **Compton**, Frank R., Lieutenant, USN, posthumously, as pilot of an A4C *Skyhawk* in Attack Squadron 94, embarked in USS *Enterprise* (CVAN 65), during operations against enemy aggressor forces in Vietnam, on 18 Feb 1966. LT Compton planned and led a three-plane strike mission against a strategically located bridge in enemy-held territory. He personally destroyed the 80-foot camouflaged span in the face of heavy enemy opposition. His expert airmanship, courage and devotion to duty were in keeping with the highest traditions of the U. S. Naval Service.



NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy . . ."

★ **Ramsey**, Fred E., Aviation Electrician's Mate 2nd Class, USN, for rescuing an 11-year-old girl from drowning at Padre Island Beach, Texas, on 5 Jun 1966. Answering a cry for someone to help a child being carried out to sea by a strong undertow, Petty Officer Ramsey began to swim in the indicated direction, battled high waves and strong currents for approximately 50 yards, located the girl beneath the surface of the water, and swam slowly with her toward shore. Another swimmer came to his aid, and together they brought the girl to the beach. Ramsey then began treatment for shock while others began successful mouth-to-mouth resuscitation. Through his prompt and courageous actions in the face of grave personal risk, he was directly responsible for saving the girl's life.

★ **Souter**, Robert T., Seaman, USNR, while serving with the U. S. Naval Support Activity, DaNang, Republic of Vietnam, on 21 May 1966. While handling lines during a shifting of YC barges by the tug YTL 428, Seaman Souter saw a fellow line handler lose his balance and fall into the water between a pontoon causeway and an inboard barge. Noting that the causeway and the barge were rapidly closing in on the struggling victim, Souter plunged into the water, swam to the victim's side and succeeded in towing him to the causeway, where both men were lifted to safety. By his prompt and courageous action in the face of great personal risk, Souter undoubtedly saved a shipmate from being crushed or drowned. His heroic efforts were in keeping with the highest traditions of the naval service.

BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operations . . ."

★ **Arbo**, Ervin Adrian, Hospital Corpsman 3rd Class, USN, in connection with operations against Viet Cong forces in the Republic of Vietnam while serving with Headquarters Company, Fifth Marines, on 11 Jul 1966. During the hours of darkness, Petty Officer Arbo was accompanying a patrol to an ambush position beyond the company perimeter where a Marine required medical assistance. While proceeding to the position, an enemy grenade exploded, seriously wounding Petty Officer Arbo and four members of the patrol. Unable to walk due to his wounds, Arbo ignored his own suffering and crawled to the side of a Marine who had been wounded in the face and was bleeding profusely. He administered treatment which stopped the bleeding, then painfully moved among the other casualties to treat them. Only after ensuring that all others had been cared for did he turn his attention to his own wounds. Arbo's exceptional concern for others despite his own suffering, his professional skill and his dedication to duty were in keeping with the highest traditions of the U. S. Naval Service. The Combat Distinguishing Device is authorized.

★ **Glueckstein**, William R., Hospitalman, USN, posthumously, in connection with operations against the Viet Cong forces while serving with Company H, Second Battalion, Fourth Marine Regiment, Third Marine Division, in the vicinity of Tam Ky, Republic of Vietnam, on 13 Dec 1965. When a Marine fell wounded while Glueckstein's platoon was receiving intense enemy sniper and machine gun fire, Glueckstein sprinted across an open paddy and treated the man despite the continuing heavy fire. After the arrival of an evacuation helicopter, he once again made the perilous journey across the paddy, to help the wounded Marine into the aircraft. In risking his life to render assistance to a fellow serviceman, Glueckstein displayed outstanding courage and devotion to duty, reflecting great credit upon himself and the U. S. Naval Service. The Combat Distinguishing Device is authorized.

Gold Star in lieu of Second Award

★ **Glueckstein**, William R., Hospitalman, USN, posthumously, in connection with operations against the Viet Cong guerrilla forces while serving with Company H, Second Battalion, Fourth Marine Regiment, Third Marine Division, in the Republic of Vietnam on 28 Jan 1966. When a Marine in the point squad was hit by enemy sniper fire and lay wounded in an exposed area, Glueckstein unhesitatingly dashed through the intense hostile sniper fire to the side of the victim. While administering first aid, Glueckstein was struck by enemy fire. He sacrificed his own life in a valiant attempt to save the life of another. His courageous and inspiring efforts were in keeping with the highest traditions of the U. S. Naval Service. The Combat Distinguishing Device is authorized.

NAVY NEW YEAR'S LOG

YOU MAY HAVE WONDERED how the midwatch for New Year's Eve is selected. Of course, if you happen to be the junior man on the watch list, you already have a sneaking suspicion it isn't done by drawing lots.

But lack of seniority is not the true criterion for selection of the men who will usher in the New Year.

After all, there's the New Year's deck log to think about. According to a tradition which goes back several decades, the Deck Log for New Year's Eve is written in rhyming verse, and according to a tradition started some years back, it is sent to ALL HANDS for possible publication.

With this in mind, perhaps you can figure out how the senior watch officer decides who will wield a long-glass on New Year's Eve, instead of a long-stemmed one.

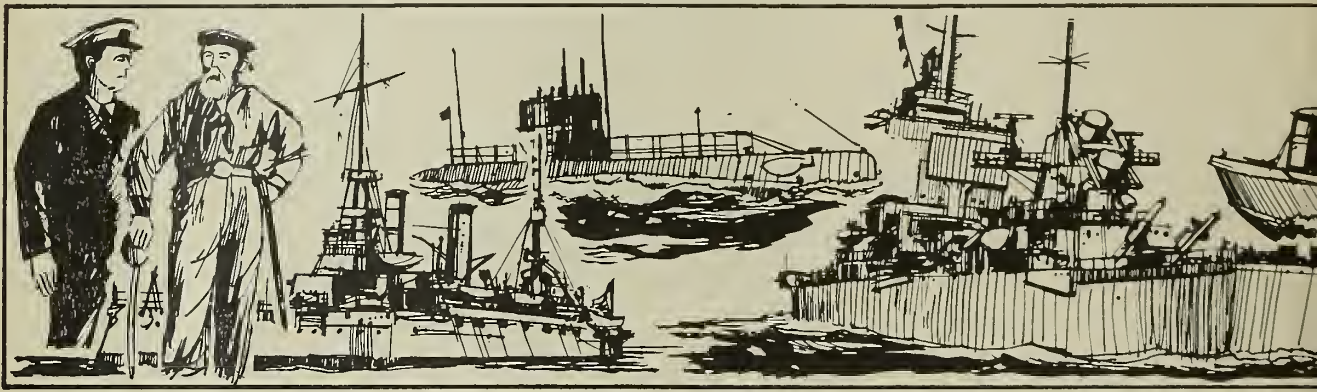
Let's say he happens to be on the bridge one day, early in December, and he overhears the young officer of the deck give a rather unusual course change.

Instead of "Come right to zero nine zero," he hears "Avast ye lads, here's a riddle; Two O's on the ends, and nine in the middle."

He's got his man.

If you were one of the fortunate ones to have the deck during the first few hours of 1966, you can be right proud to have been in the group. This year's crop of New Year's logs was especially good.

You may note that the first and second place winners happened to be moored in Mediterranean ports, which may or may not indicate that the romantic Latin environment evoked an unusually powerful muse in bards LTJG F. A. Bierig, of USS *Lafayette* (SSBN 615), and Ensigns G. Clarke, A. L. Sneed, and D. E. Gilchrist, of



USS LAFAYETTE (SSBN 616)

If you'll pause awhile to pander,
You, like us, may start to wonder
Why New Year's logs are often couched in rhyme.
Making numbers fall in meters
While the crew's out chugging liters
Just ain't the way most like to spend their time.

Why, take the Lafayette
And tell me how you'd get
A "six-sixteen" enclosed within a verse.
And if "submarine Polaris"
Is needed to declare us,
The situation goes from bad to worse.

But save a little pity
For the man who writes the ditty
On the submarine that's tied up to our right.
Pulaski's hard to spell,
To rhyme it? Truth to tell
It's enough to make you keep awake all night.

Even AS Thirty-two
(she's known as Holland, too)
Will age her OOD a few more years.
Of our three ships in the nest,
Her name will rhyme the best,
But her quarterdeck will run with blood and tears.

Though Holland may rhyme easily,
The erstwhile bard pens queasily;
He knows the heights from whence may come his censures.
For COMSUBRON Sixteen
(he's SOPA on the scene)
Employs that very ship to base his ventures.
Other U. S. ships Atlantic—
Same small, and same gigantic—
Rota Harbor's ringed with sparkling lights from all.
While we who drew this night's assignment
Would prefer more swinging entertainment,
Still we wish you all a happy New Year's ball.

F. A. Bierig, LTJG, USN

USS JOHN KING (DDG 3)

At Piraeus, Greece, anchored are we
(where the old Greek gods command the sea).
At berth D-7 sits our ship
Halfway through our foreign trip.
Fifteen fathoms of water so fair
Down to the mud of Poseidon's lair.
Our port anchor is out with a link of chain,
Ninety fathoms—to hold the strain.
Without the help of Apollo's warm glow
We take the bearings our place to know.
Three-five-zero degrees stands a breakwater light
Followed (two-nine-nine) by a light to the right.

As the goddess Athena looks out on the blue,
She sees the great ships of Task Group 60.2,
And off to her left her eyes will meet
The oiler Severn with fuel for the Fleet.

Around the harbor in various places
Are merchant ships of many races,
And—comrades in arms in war and peace—
Ships of the Royal Navy of Greece.

From his cabin in Boston anchored nearby
Replacing old Zeus on Olympus so high,
Is SOPA, so called, not ruler of men,
Com-Cruiser-Destroyer Flotilla 10.

Like Vulcan's forge alive with sparks
Filling the sky with radiant arcs,
The generators aft supply our light
So we (mere mortals) can see in the night.

In hope that great Ares will not declare war,
We've set condition of readiness four.
And if through our sides water should soak,
We've also set condition Yoke.

To our friends and families, to men of good cheer

Here's hopes for a successful and Happy New Year.

G. Clarke, ENS, USN
A. L. Sneed, ENS, USN
D. E. Gilchrist, ENS, USN

uss *John King* (DDG 3), a poetic Navy threesome.

Of course, uss *Rankin* (AKA 103) had the right idea when they assigned the watch to one with a literary-sounding name like Ensign W. R. Lawrence.

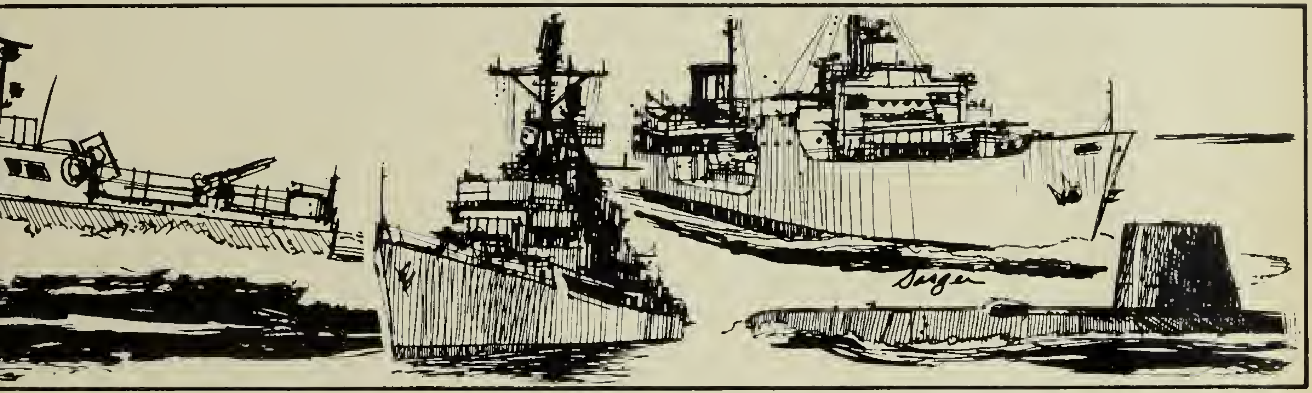
To these prize winners, and to the honorable mentions which we are also printing below, we offer our congratulations. It isn't easy to write the New Year's log.

There are rules to be followed. The writer, in addition to having a gift for verse, must also obey Navy Regulations (Art. 1037), which requires him to enter the customary information found in the log on other days.

He must include such details as:

Orders under which the ship is operating and the character of duty in which engaged; state of the sea and weather; courses and speeds of the ship; bearings and distances of objects detected; position of the ship; errors of compasses; tactical formation of the ships in company; draft; soundings; zone description; particulars of anchoring and mooring; disposition of the engineering plant and changes thereto; fuel and water; tests and inspections regarding ammunition and other dangerous materials; changes in the status of ship's personnel or passengers except for the recording of receipts and transfers of enlisted personnel; damage or accident to the ship, its equipage or cargo; deaths or injury to personnel; meeting and adjourning or recessing of formal boards; and such other matters as may be specified by competent authority.

All this, and verse too? Don't scoff, it can be done. See below. Then, mail in your latest New Year's log.



USS RANKIN (AKA 103)

Cry my stalwart mates, "Aye, Sir, all's well,"
As a weary watch strikes the last eighth bell.
Then gathered together 'gainst the north wind's wail,
We hear from the foretop an eerie hail,
"Old year, departing."

With glass we strive to pierce the gloom
'Til at last there stands an amorphous loom,
As once again—from yon high murky loft—
A voice is heard midst eight bells soft,
"New Year, arriving."

"Lo, on deck! Bear a hand with your reach,
'Tis long 'fore we'll see a Dutchman's breech.
Thank ye kindly now, let's sit an' yak
O'er a cup o' jamoke that's hot an' black.

"Well, I see you're portside fast with all doubled line,
To the South Annex Quay that was once port o' mine.
That must be Vermilion out to starboard I reckon."
"Aye, Sir," I said as he rose and beckoned.

"Come along, let's stalk through the darkened ship
As quiet she rides at this dismal slip.
Now, for your status I'd be much obliged."
To this, "Cold iron, Sir," I replied.

"We're getting steam and electrical power
Straight from Vermilion at this late midwatch hour.
Our security watch is making his sounds,
On one of his nightly fire watch rounds."

"I believe by that port you're in modified Yoke,"
He queried of me. "Affirmative," I spoke.
"Aye, these days you receive from the pier
Unlimited services (other than beer)."

He stood on the fantail and pondered aloud,
Then asked about SOPA with head slightly bowed.
I mentioned COMSECONDFLEET once, and once more.
"I know him well—and those leaders before.

"I remember Serapis and Richard, those ancient hulks,
That lay fast together—two blazing bulks.
Strike never, 'I have just begun to fight!'
As I laid the enemy into my sight.

"They stood and they died in a hail of langridge
While officers an' men fought on from the bridge.
'Don't give up the ship! Blow 'er up!' said I,
In a dirge-like tone that's my battlecry.

"Two ships, two brigs, a schooner and sloop
I engaged in battle from my poop.
And through the smoke-filled, tearing hours
'We . . . met the enemy and they are ours.'

" 'Damn the torpedoes, full speed ahead,'
An' on through the minefields a brave ship sped.
The enemy was there an' solidly dug in,
But we fought him out to the cannons' din.

"I heartily shouted, 'You may fire when ready,'
In a Philippine port and our guns held steady.
And out o' that cauldron of fire an' flame,
We brought to our flag a newfound fame.

"Son, my fighting past is full of glory
And I've spun you a yarn of its fine story.
Now your ship is involved from stern to hawse,
Forever to fight in this mighty cause.

"Recall to mind that many are bankin'
With just cause on the ready-now Rankin.
Smart ye must be in every way,
For a time of reckoning will come some day.

"Aye, 'tis past the time that we parted,
'Fore the next watch is also martyred."
Then he swung from chain to ratlin' an' shroud,
To mast, to crow's nest, into a cloud.

Now who shall I write, in our visitors' log,
Boarded this ship from the hazy fog?
"An apparition you cannot see?"
Inquired my tired watch of me.

Having weighed this question, in mind did I
Slowly answer the challenge with deep-drawn sigh:
"Privileged we've been for once and last,
To view the spirit of all captains past."

W. R. Lawrence, ENS, USNR

USS ZELLARS (DD 777)

Home this year is the "ZIPPING ZEE,"
Moored at berth one-forty-three
At the Newport Naval Sta,
A cold but happy New Year's day.
A nest of three, all in a row,
Now the order—here we go:
C. P. Cecil, at the pier,
Her Christmas lights are bright and clear.
To starboard good old Norris sits
And on our port side, to the bitts
Run springlays to her, fore and aft,
Then from the bullnose to the shaft.
Our standard mooring lines are doubled,
Just in case the weather's troubled.
So, as you see, we're moored up tight.
(And tight we wish we were tonight!)
The pier's supplying steam and power,
Water for that "Navy shower,"
Salt water for both fire and head;
Our engineering plant is dead.
Various ships, Atlantic Fleet,
Yard and district craft, all greet
This 1 Jan somewhat sleepily
(Choice of coffee, milk or tea).
Yosemite carries every day
COMCRUDESLANT—S-O-P-A.
The ships, their crews, men like me
(Cussing some at poetry)
Join in chorus loud and clear
From us to you, have a Happy New Year!

James G. Gillivan, LTJG, USNR

NAS, BRUNSWICK, MAINE

'Tis midnight in Brunswick, and the watch is set,
To welcome a new year, the best one yet.
We're moored all sides to the Pine Tree State
The living is fine, and the duty is great.

The boilers are humming, the steam is real hot,
Though the weather is gloomy, our outlook is not.
Nested alongside is Com Fleet Air Wing Three
With squadrons ready to launch if need be.

Yoke isn't set since we're not in the drink
(There is really no danger the station might sink).
Our mooring lines out are different we'll grant,
As they go to FAirQuonset, COMONE and AIRLANT.

The runway is clear, braking action is fine;
The traffic is using the lefthand one nine.
GCA is ready for what needs to be done;
They're looking for traffic and the New Year's first run.

For lights we've got runway, VASI and Strobes in a group
To help guide our pilots down through the soup.
In the Tower and Approach Control we've got the first team
And they're keeping all aircraft right on the beam.

Our maintenance crew stands by in the shops,
And the condition of all aircraft is really the tops.
The line crew stands by to get its job done,
In know-how and service they're second to none.

The Red Trucks are manned and ready to roll
If, for some reason, should the fire bell toll.
In Electronics, technicians stand by to repair
Any equipment or Navaids that go off the air.

Meteorology's busy, things really hum,
To keep us advised of the weather to come.
The photo lab's ready with cameras and crews
To shoot needed pictures and cover the news.

The skipper on board is Captain D. C. Rains
And he's plotting our course toward higher domains.
The course we have set is straight ahead
Toward peace in the world and freedom from dread.

The future we face with determination
As part of the team from the world's greatest nation.
We dedicate both our thoughts and our deeds
To meet the demands of our country's needs.

As the old year goes and the new one is here,
We extend to all, both far and near,
Health, good fortune, peace and good cheer
And a hearty wish for a Happy New Year.

Gordon R. Brauer, LT, USN

USS ALDEBARAN (AF 10)

Listen, me hearties, and you shall hear
Of how we start this brand-new year.
'Tis moored we are on this fine day
At U. S. NavSta, Norfolk, VA.

With mooring lines doubled, and wires out too,
Next to Hyades, at berth thirty-two.
Boiler one brings heat, Three generator light,
To keep us alive in the chill of the night.

Miscellaneous services come from the pier,
Telephone, water, and others I hear.
Of the ships that are present, some packets quite neat,
Assorted yard craft, and our own Lant Fleet.

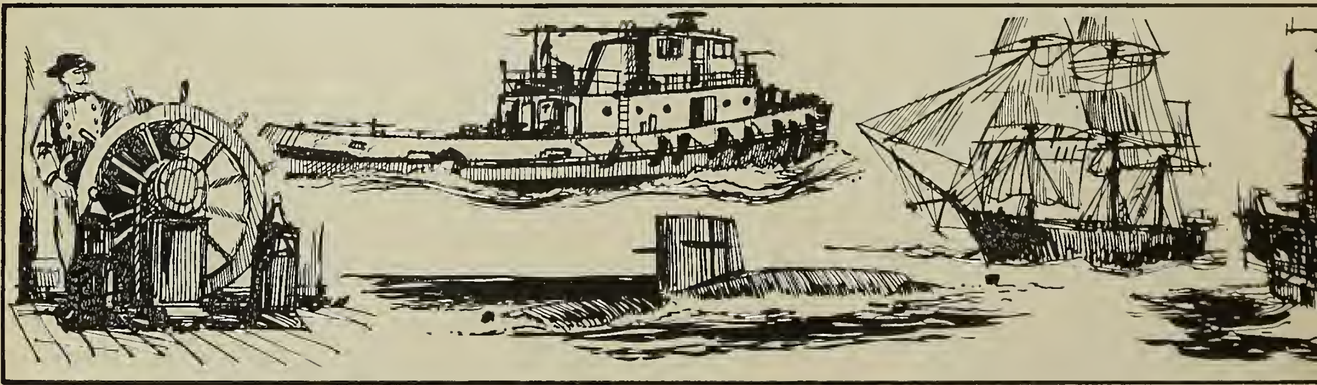
SOPA is ComASWForLant, so I have been told,
VADM C. E. Weakley, a gentleman bold.
Whilst the rest of our crew in town do covort
We of the duty section hold down the fort.

Now the hours have passed, my relief has appeared,
I bid you goodnight, and a Happy New Year.

Lawrence G. Collins, QM1, USN

USS THOMAS J. GARY (DER 326)

We sail all alone on this great southern sea;
The Isle of Campbell lies just in our lee.
One short day ahead is our cold ocean station;
(To turn back to Dunedin is still a temptation).
Our course Two Two Zero, our speed is eighteen,
And only a half-moon to brighten the scene.
Our boss, ComNavSuppFor, Bakutis by name,
Is now back in Christchurch (from McMurdo he came).
All hands have turned in, a night's rest to get
After making quite certain that Yoke has been set.
The condition is four and the night is quite dark;



From a frostbitten lookout comes anxiously, "Hark,"
And out of the night a weird sight greets our eyes,
A miniature penguin on a berg half our size.
'Tis a tiny young bird that has met with our gaze
As the prow of the Gary knifes through the haze,
And we hear it exclaim in a voice very plain,
"Happy New Year to all, may you pass by again."

Wesley F. Patience, LTJG, USN

USS FECHTELER (DD 870)

Fechteler is moored on this New Year's Day,
Standard lines doubled in old Subic Bay.
We're portside to Piedmont, (AD Seventeen),
She's giving us water, electrons, and steam.
And outboard to starboard is our holiday mate,
The Harry E. Hubbard (DD Seven Four Eight).

Our berth is a bulkhead, Cubi by name,
Of bothersome, wearisome, limited fame.
It's far from the buses, the jeepneys, and cars,
The cause of our calluses covered with scars.
The jeepneys won't come here, they say it's too far;
The cabbies don't like it, their cabs to mar.
So we walk or we wait as the hour grows late
And the music blares on at that distant main gate.

Yet we're here nonetheless, with condition Yoke set,
All hatches are dogged to keep out the wet,
And condition of readiness IV is maintained
As precaution against a quick call to the Main.

The ships that are present are really quite few,
Some units of PacFleet and a yardcraft or two.
SOPA's a man with an unlikely name,
He's CamPhibForSeventhFlt, that's his claim to fame.
In Eldorado, his staff and he ride,
With AGC Eleven painted bright on her side.

The weather is cool, with the absence of clouds,
And the wind whispers gently and pulls at the shrouds.
It's a dull New Year's Eve for my section and me
But we'll sing "Auld Lang Syne" and drink our hot tea.

Out in Olongapo, bright lights are burning,
The money flows freely, and dust is a-churning.
Beyond the gate, its "whoop-whoopee-and-whee!!
It's great to be steaming and I don't mean at sea!"
It's drink to the bottom and chug-a-lug-lug,
Come closer, young ladies, and give us a hug!
The city's aglow with song and good cheer
And people enjoying the end of the year.

But what's been said before I'll say again now:
It's a dull New Year's Eve for guarding the brow.
It's a lonely New Year for my section and me,
Yet we'll sing "Auld Lang Syne" and finish our tea.

Glen E. Johnston, LTJG, USNR

NAVHOSP KEY WEST, FLA.

With a glance at the clock I do perceive
That it's 2400 on New Year's Eve,
The beginning, now, of another year
At the Naval Hospital in Key West, here.
Schefstad's listed as CDO,
A reassuring thing to know.
Ferris is the OOD,
Working now in Emergency,
With Termin assisting throughout the night
On this watch which continues till morning's light.
Ferris is doubling with medical call,
The potential's there to require his all;
Beaudry, too, is on call this night
With the surgical watch which is quite all right.
Ronald Cudek's the anesthesia giver
While Jackson Thomas is on board to deliver.
The admin watch which is so essential
Isn't listed 'cause it's inconsequential;
Chief Champion is the Chief of the Day,
Matthews, as mate, works under his sway.
The tide's running smooth, the seawall's intact,
The palm fronds are swaying, as a matter of fact.
Everything's quiet, in brief, all's secure,
A routine watch, to be sure.
And now we list the census data,
At best a purely routine matter:
Patients remaining from the previous day....95
Patients admitted, so the records say...... 4
Patients discharged to duty or home........... 8
Patients remaining as I enter this poem..91
The sky is clear, the stars are bright
On this beautiful balmy New Year's night.
With every good wish in the year '66
Respectfully my signature I hereto affix.

H. P. Miller, LCDR, MSC, USN

USS COWELL (DD 547)

The New Year's arrived,
Cold and clear,
And we're tied up starboard side to the pier.

One is the number,
The berth's twenty-eight,
At Hunters Point Shipyard, by the Golden Gate.

Six nylon lines doubled
For a standard moor,
And the ship's in condition of readiness four.

The material condition
Called Yoke is set,
To exclude the cold and keep out the wet.

John M. Taylor,
Rear Admiral, he,

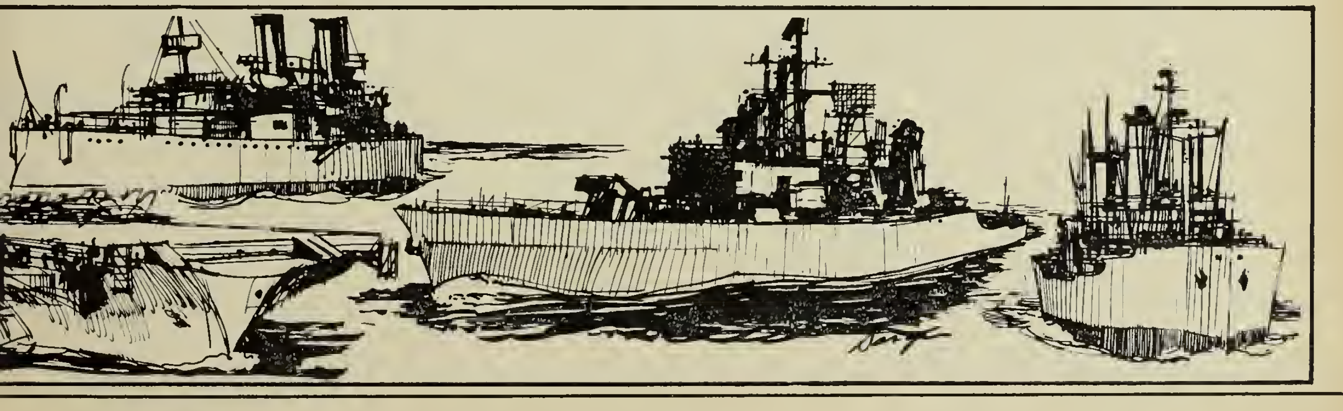
Is SOPA—Commander, Frontier, Western Sea.
NavSta Treasure Island
In 'Frisco Bay
Is where SOPA's located this New Year's Day.

There are various yard
And district craft too,
Here to ring out the old year and bring in the new.

Submitted by
Commanding Officer, USS Cowell

USS ENERGY (MSO 436)

As we ring out the old and ring in the new
We're at NavSta's Pier Nine, Starboard side to.



Inboard is Advance and outboard the Pluck,
We're hoping the New Year will bring us good luck.

All lines doubled and services from the pier,
Long Beach is our home, we're real glad to be here.
For much o' the past year we were away
In the Western Pacific, earning our pay.

There are other craft present, both small and large,
From PacFleet's carriers to the admiral's barge,
Foreign, merchant, district and yard;
No peaceful ship from this port is barred.

Senior Officer Present is COMINPAC,
We wish all of his command were back from WestPac,
But tension in Asia and enemy action
Require of his ships a certain fraction.

Yoke modified is set, the ship's in good shape,
The crew is asleep for the hour is late.
We're expecting a lot from this brand-new year;
Perhaps there'll be peace, now that '66 is here.

E. S. Schweizer, LTJG, USNR

USS RICHARD E. KRAUS (DD 849)

We're in Newport, Rhode Island, berth 263,
With the main plant disabled, not ready for sea.
Three other warships make up this nest
Alongside pier two for a well-deserved rest.
Warrington is starboard, to port is Garcia;
Yosemite's pierside with district craft near.
Various units of U. S. LantFleet
Are here in the harbor to find a retreat.
Miscellaneous services come from the pier,
No storm warnings flying, the weather is clear.
With our standard mooring lines doubled tonight
And lines to the pier that we hope won't come tight,
Material condition Yoke has been set
And condition of readiness three also met.
COMCRUDESLANT is SOPA on AD one-nine
While throughout the harbor Christmas lights shine.
Our hope is quite brief in this quiet NavBase;
May this year bring peace to the whole human race.

Daniel Knight, LT, USN

USS TAWASA (ATF 92)

Attached to Commander Service Group One,
Our tasks for the new year have just begun.
Though small in size, we will do any chore,
The Fleet tug of the Navy has written much lore.

Midst the large combatants and rest of the Fleet,
Comes a particular one—Tawasa—to greet.
Her commitments are many, diversified;
Her orders are changed more oft' than the tide.

From deep-sea diving to towing or hauling,
Tawasa will always answer the calling.
But rest assured if our help is your need,
Tawasa is ready, and willing, indeed!

From Panama to the Tonkin Gulf,
One would think that would be enough,
But to the Arctic and Aleutian chain—
We're glad to be back in Diego again.

Moored south of Pier 8 and alongside the quay,
At U.S. NavSta, San Diego Bay.
We are snug in our berth with mooring lines doubled,
For changes of weather we seldom are troubled.

Moored to our port side with platonic affection,
Lies the USS Munsee, our sister of action.

Steaming many long hours, we thought it best
To call for pier service and put engines to rest.
To make the ship safe for the night is tradition,
The watch has set Yoke, readiness five the condition.

Our night lights turned on and (one notes with delight)
All ships in the harbor are glimmering bright.
Ships present include naval vessels with missions,
Plus commercial and pleasure craft of all descriptions.

SOPA is bossed by a seaman of renown,
Medal of Honor man ("Red") will not let us down.
With the passing of old, may the arrival of new
Bring happiness and joy to each one of you.

Submitted by
Commanding Officer, USS Tawasa

USS WASP (CVS 18)

The Wasp has returned to her Boston berth
From recovering the men who circled the earth.
Moored at South Annex, starboard to;
Standard lines have been checked and Dutch bollards too.

Yoke has been set and I find that we strive
To maintain a posture of readiness five.
Through cables and hoses all services flow
And allow us to have cold iron below.

The crew is on leave and gone ashore
As did the Admiral CamCarDiv One-Four.
Nantahala is in, resting starboard free;
Captain Mayo commanding has authority.

Ships of the Fleet are across the bay
With district craft, in the yard they stay.
The Compton is here, a DD of renown,
And the Possumpsic close by, but her pennant is down.

The year is gone, and quickly it sped
But a new one is here with renewed hope ahead.
So I've called the watch 'neath the stars so clear
To join in best wishes for a peaceful New Year.

But before we prepare to turn over the deck
And descend to our bunks, a few winks to collect,
We think of our shipmates still on the seas;
Lord, give them fair winds this year, please.

J. J. Hull, LTJG, USN

USS NAVASOTA (AO 106)

Off West Kellet Bank the port anchor's fast,
The midwatch is set; the stoppers are passed.
Ten fathoms of water and fifty of chain,
The liberty party is feeling no pain,
In the British Crown Colony, Hong Kong.

Kau I Chau Island bears true, 253
And at 051, give or take a degree,
Lies Stone Cutter's Island barely in sight,
Then at 125 there's Green Island light,
In the western harbor, Hong Kong.

There are two ships of Her Majesty's Fleet
Moored at the foot of Arsenal Street
Plus the Shelton and Firedrake with us this date.
CO Navasota, Captain Ben Tate,
Is SOPA here in Hong Kong.

R. M. Farrell, LTJG, USN

USS CROMWELL (DE 1014)

'Tis on a New Year's midnight clear,
While moored beside the second pier
At the Newport Naval Base,
With six lines doubled, just in case,
That I sit with deep dejection
In a state of great perplexion,
Attempting the yearly rhyming chore.

In the 25 nest our berth is two,
Of six ships only our nose is blue.
The overcast sky is not the best,
A 12-knot wind is from the southwest.
While this is no danger to our craft
We still have storm lines fore and aft,
Lest the wind increase any more.

This whole nest is decked out smartly,
Old-timers Lester, Dealey and Hartley.
Newly arrived with South American stories
Are John Willis and Van Voorhis.
Our boiler cool while we're here,
We're receiving all services from the pier.
Yoke is set as is readiness condition four.

My log is now near complete
With but one requirement to meet.
Rhyme something with SOPA, I really can't
So I'll just say he's COMCRUDESLANT.
In trepidation I'll remain
'Til I do this chore again,
Hopefully . . . nevermore!

M. O. Tackney, LTJG, USN

(Note: Please forward your latest New Year's logs now to Editor, ALL HANDS, 1809 Arlington Annex, Washington, D. C. 20370.)

LETTERS TO THE EDITOR

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

School for Boatswain's Mates

SIR: Since I have been in the Navy, I have wondered why it doesn't establish an A school for the boatswain's mate rating. It seems there is no way of learning a boatswain's mate's duties except by reading a book.

A school could teach a man how to replenish at sea, the correct way to handle cargo without endangering lives, how to splice wire rope and the thousand other things a boatswain's mate must know.—R. L. V., SN, USN.

• *Your idea shows a great deal of thought on your part but, without intending to do so, you're selling the rating short. A boatswain's mate not only receives his education as a result of reading books, but he also acquires it through experience provided by on-the-job training.*

Boatswain's mates have swung a lot of weight in the U. S. Navy throughout its history and they still carry a lot of authority. They deserve it because, when they talk about seamanship, it's a safe bet that they know what they are talking about. They have acquired that knowledge—not through books or schools—but by experience.

Experience and maturity, in fact, are the hallmark of a good boatswain's mate and no amount of schooling will give these qualities to him. For that reason, the Navy, although it has considered an A school, sticks to on-the-job training for its boatswain's mates. It believes that is the only way to provide them with the experience and the maturity the rating requires.—ED.

Specialty Pay

SIR: My ship has a billet for one first class electronics technician. As a result of recent transfers and advancements three ET1s, including myself, are presently serving aboard.

We have specialty pay problems.

Our personnel office has ruled that only the electronics technician filling the first class billet is eligible for the special pay. The remaining two ET1s are filling second class billets and consequently (according to the local interpretation) are not eligible for specialty pay.

We believe this is a misinterpretation of the instruction. Is it?—L. J. P., ET1, USN and D. V. C., ET1, USN.

• *A career electronics technician petty officer is eligible for specialty pay if he is filling an authorized billet, regardless of the rate the billet calls for. An ET1 serving in an ET2 billet, for example, could qualify for specialty pay. However, to receive it he must have the recommendation of his commanding officer.*—ED.

ASW Operator

SIR: I have heard recently that the Navy is coming out with an aircrewman rating, in place of the specialty now tacked onto primary ratings. Is there any truth to it?—L. R. T., ADR2 (AC), USN.

• *Over-all, no. In the ASW field, some. A new rating, AW (for ASW operator) is being considered. It is still in the planning stage, and studies are being conducted by OpNav.*

It is anticipated that the rating will have three service ratings extending through pay grade E-5 or E-6, and combining at the next level as a general rating through E-9.

The AW's job is expected to include organizational maintenance of ASW sensor equipment, as well as in-flight operator duties. The personnel source for the rating will be designated ASW aircrewman, at least during the initial stages.—ED.

We Warrant You'll Hear More

SIR: Who was the youngest man to make warrant in recent naval history? I was recently selected and would like to know how I stand.

When I am promoted I will be 26 years and nine months old and will have less than nine years of service. —J. S. Turner, ABF1, USN.

• *We can't answer your question directly, so the next best solution is to let the Fleet have its say.*

Regardless of the outcome, you should be quite pleased with your accomplishment. An appointment to warrant after such a short time in service is no small achievement. —ED.

Shipping Over

SIR: I enlisted in the Navy in 1959 and remained on active duty for four years. After I was released I remained a civilian for one and one-half years and then, in January 1965, reenlisted for two years. Soon after I agreed to extend my enlistment for 12 more months to incur the obligated service for my present new construction assignment.

I now plan to ship over. Am I eligible for the Variable Reenlistment Bonus, STAR program or Reenlistment Incentive program?—M. G. B., RM2, USN.

• *You are not eligible for STAR or the Reenlistment Incentive program, but if you'll settle for cash instead you're sitting pretty. According to your letter you are eligible for VRB.*

STAR and Reenlistment Incentive eligibility exists only on a first reenlistment. Your two-year enlistment is officially a reenlistment, even though you did not receive a bonus. Consequently, you may no longer take advantage of either program.

VRB, on the other hand, is given for the first reenlistment for which you are eligible for a bonus. Your next reenlistment will net you your first bonus, so VRB applies—providing you complete 21 months' continuous active duty on your present enlistment and also providing you reenlist for a sufficient period to fulfill the total service requirement (served time plus obligated time) of 69 months.—ED.

Boats Did Indeed Carry Boats

SIR: I am writing in the hope that you can clear up a four-year-old discussion I'm having with a fellow World War II Navyman. I was on active duty from 1941 to 1946, and I claim that some submarines carried a small boat.

During the war, my ship escorted the submarine USS *Narwhal* (SS 167), which at that time carried the Carlson Raiders. For about two weeks she made practice landings on several of the Hawaiian Islands. The Raiders used rubber rafts, but I remember that *Narwhal* carried its own boat.

When I told my former Navyman friend about this, he said it was an impossibility for a sub to carry a boat.

Then, when I state that many Japanese submarines carried airplanes, he doesn't believe that, either.

I have checked with various Navy publications, but I have been unable to find any proof to back me up. I have

SAN FRANCISCO SKYLINE provides beautiful backdrop for carrier *USS Hancock* (CVA 19) on return from Vietnam.

talked to many sailors that had duty on submarines that had a small boat, but this is not proof enough for my friend.

He also claims he was on an LSD during the war that had a ship's company of about 130 men. He says they had only one officer, the captain, and that he, a shipfitter first class, was second in command to the CO. Surely this is not true.

Can you back me up?—R. L. S., BMCS, USNR.

- *It looks as though you'll have the last laugh after all.*

After considerable research into the subject, the Division of Naval History assures us that USS Narwhal *(SS 167) did indeed carry boats. In the War Diary of* Narwhal's *fourth war patrol, there appears the statement: "Two sections of the new steel deck grating over the starboard whaleboat were carried adrift by seas and lost."*

All fleet submarines carried boats up to World War II. A pressure-proof cover over the boat's engine prevented it from flooding (usually).

The Division verifies your other statements, also. Some Japanese submarines did carry aircraft, and the wartime complement of an LSD was 15 to 20 officers and 280 to 305 enlisted men. —ED.

TAR Constructive Time

SIR: After carefully studying the constructive time rulings contained in Article C-10317 of *BuPers Manual*, I have drawn this conclusion:

TAR (stationkeeper) personnel cannot be credited with constructive time even though they elect to reenlist within three months of their normal discharge date.

Right or wrong? What's the straight skinny?—J. F. K., PN2, USNR-R (TAR).

- *Before April 1966 you would have been correct. However, since then a policy change—BuPers Inst. 1130.41—has affected the TAR's eligibility in this matter.*

This new Instruction authorizes TARs to be credited with constructive time provided they sign a 48-month Active Duty Agreement. When this agreement has been executed, a TAR may be discharged three months early and immediately reenlisted under the provisions of Article C-10317 of the "BuPers Manual."

TARs cannot be credited with constructive time if they fail to obligate themselves for less than the 48 months required in the Active Duty Agreement. —ED.

HAND SALUTE—Vice Admiral F. A. Ashworth, ComSixthFlt, delivers salute at an Istanbul memorial after honoring Turkish WW II dead in ceremony.

AUTEC Truly Dedicated

SIR: In the September issue of ALL HANDS, you carried an article which stated that construction of the Atlantic Undersea Test and Evaluation Center began in April.

The center was *dedicated* in April. We thought you might be interested in correcting this.—Traynor Ferillo.

- *We are. AUTEC was indeed dedicated in April—the 14th to be specific. It provides the Navy with an underwater lab for oceanographic research and testing of antisubmarine weaponry.* —ED.

Vietnam Wives Club

SIR: The USO of the Providence-Narragansett Bay Area sponsors a Vietnam Wives Club for military dependents planning to make the Rhode Island area their temporary residence while their husbands are serving in Vietnam.

Members make every effort to telephone personally and visit these newcomers to the club after initial contact has been made with the USO office. All branches of the service are now represented in a group of about 30 women.

For further information, interested

dependents may write or telephone (421-3228) upon arrival in the Rhode Island area to USO Area Office, 141 Fountain Street, Providence, R. I., 02903.—Ann Flynn, Executive Director.

• *Thank you. The idea of Vietnam Wives Clubs sounds like a good one. We suggest that you pass this information on also to the Navy Family Services Center in your area.*—Ed.

TAR Warrant Officer Appointments

Sir: Since there is no path toward warrant officer promotion for USNR-R (TAR) individuals, why doesn't the Navy initiate one?

If such a program were launched, TAR selectees might be required to transfer into the Regular Navy as a condition of acceptance.

I feel that there are some very well qualified TARs who would be well placed in the warrant officer ranks if given the opportunity.—L. C. L., AE1, usnr-r (TAR).

• *Your suggestion was forwarded to the Bureau's In-Service Procurement Section for comment. They inform us that at present there is no program whereby TAR enlisted personnel may be considered for appointment to warrant in the Regular Navy.*

However, such a program is under study and, if established, All Hands *will report on it in full.*—Ed.

VA Home Loans

Sir: When I retire (in a few months) I am planning tentatively to make my home in Europe. If I buy a house there, could I use the home loan provisions of Public Law 89-358 (the G. I. Bill) for a direct government loan?—R. A. J., YNC, usn.

• *No. The home loan provisions of the bill pertain only to the U. S., its territories and its possessions. It may not be used either in foreign countries or in U. S. trusts or protectorates. Trusts include the Marshalls, Marianas and the Carolines. Protectorates include the Canton and Enderbury Islands, the Canal Zone, Guam, the Virgin Islands, Wake and Midway Islands and American Samoa.*

For further specifics on the provisions of the new G. I. Bill, contact your local VA or write: Veteran Benefits Office, 2033 M St., N.W., Washington, D. C. 20421. If you're in the Washington area, the VA phone number is DU 9-2764 or DU 9-2422.—Ed.

Trailer Damage

Sir: While en route from my old duty station to my present command, the Navy-appointed carrier responsible for my mobile home sideswiped a curb with consequent damage to the trailer.

When I accepted the trailer the driver assured me the damage would be "taken care of" by his company and that someone would be out to make repairs.

Later, the company informed me I would have to obtain an estimate and submit a claim to them.

Considering the statement made by the driver, I feel the moving company should be the party to have an estimate made and fight through the red tape. Am I correct?—B. M., TD1, usnr.

• *You have a good moral point, perhaps, but from the legal angle you are most certainly not correct.*

You'll find the official word in a declaration issued by the Mobile Housing Carriers Conference: "All claims for loss or damage shall be submitted to the carrier's home office in writing, citing the Government bill of lading number, and in support of claim, furnish evidence of replacement cost of lost articles and/or repair costs of damaged articles prior to replacement or repair."

In short, you must handle the paperwork yourself—the "guarantee" of the driver notwithstanding. Assurances of that nature are useless unless they are in writing.—Ed.

Ratings Open to Foreign Nationals

Sir: I understand certain ratings are closed to foreign nationals. Can you tell me where I can find the list of those specialties which are open to foreigners? —J. D. F., QM2, usn.

• *Navymen in certain ratings, because of the nature of the skills involved, are often required to hold security clearances. Foreign nationals (with the exception of immigrant aliens) are not eligible for security clearances and consequently may not be advanced to such ratings.*

The skills for which foreign nationals may qualify are listed in "Advancement in Rating of Personnel on Active Duty" (BuPers Inst. P1430.7D), page 11.

The ratings for which foreign nationals may qualify are: AB, AD, AK, AM, BM, BR, BT, BU, CE, CM, CS, DK, DT, EA, EM, EN, EO, HM, ML, MM, MR, MU, PM, PR, SD, SF, SH, SK, SW, UT and PN.—Ed.

READY TO REMEMBER—Bow hook on Navy boat prepares to unload passengers for look at USS *Arizona* memorial.

NAVY HIGH DIVER—The late J. W. Zimmerman made 100-ft dive (far right) in 1919, was given trophy by shipmates.

High Diver

SIR: My late husband, J. W. Zimmerman, once made a dive of 100 feet from the crane of the battleship USS *Mississippi* (BB 41). The event took place in San Francisco, Calif., on 9 Sep 1919. He was a 19-year-old seaman first class at the time.

His dive was regarded as a record at that time and was cited in a national magazine. I still have the loving cup with the inscription and picture of the high dive engraved on it which was given to him by his shipmates.

I am anxious to find out if the dive is still a record.—Mrs. Mae C. Zimmerman.

- *So far as we know, your late husband's high dive was a record and possibly the only one of its kind.*

The Navy Department does not officially sponsor high diving as a sport, except for the one- and three-meter competition in swimming tournaments, due to the inherent dangers involved to participants. And, due to the lack of official sponsorship, there are no official records concerning high diving feats by Navymen.

It is of interest to note that your late husband made his dive in the same year that Mississippi *was awarded the first Iron Man Trophy for general excellence in athletics among the capital ships of the Pacific Fleet. The ship held the trophy for four years before losing it to* USS California *(BB 44) in 1924.*

Perhaps veterans of battleship Navy days may have something to add. We are sure that the Navy would frown on any attempts to duplicate such a dive today.

So far as high diving is concerned, we are aware of at least two places where people have outdone the 100-foot mark. One is from the Brooklyn Bridge, which Steve Brodie is reputed to have used as a springboard to the water 135 feet below sometime near the turn of the century. A popular tourist attraction there is the daily diving of young Acapulquenos from the 118-foot cliffs of *La Quebrada* (literally translated, a break in the rocks) into the sea below. Their dives are made as huge waves come into the channel, and are timed so that the divers hit the water on the crest of a wave; the water is normally only 12 feet deep, so the waves provide a sort of safety cushion. The *clavidistas* immediate surface, to avoid being dashed against underwater rocks by the swiftly moving currents.

The record books also tell of a young lady named Cornelia Van Ireland who, in September 1941, dived off the Golden Gate Bridge into San Francisco Bay, a distance of 238 feet. Her estimated speed when she hit the water was over 70 miles per hour. This is probably the highest anyone has ever dived without fatal results.

That's all we can tell you. We're sure that unofficial sports historians in the Fleet will tell us if there was another Navy high diver before or since who outdid your husband's feat. —ED.

EYES HAVE IT—Vietnamese junk under tow by Navy *Swift* Boat has eye on bow to ward off danger. Boat will be shipped to U.S. for junk training.

Moalemen Sharp Operators

SIR: We would like to call your attention to the picture on page 14 of your July 1966 issue. Not being a radioman, you probably didn't notice the obvious error which the RMs of USS *Moale* (DD 693) spotted at first glance.

Either the equipment in the picture is not operating properly, they have a field change entered that we do not have, or the operator in the picture doesn't know how to use the AN/SRR series communications receiver, because he has his in the "standby" position. —OC Div., USS *Moale* (DD 693).

- *Which proves that* Moalemen *have sharp eyes and certainly know their equipment.*

The photo showed the second toggle switch of the AN/SSR-11A down on the standby position instead of the "operate" position.—ED.

We Flipped Over Alvin

SIR: I would like to point out that I have found a mistake in your magazine. I refer to the picture of *Alvin* on page 52 of the September 1966 issue. The picture was put in backwards; all the letters and numbers are in reverse.

I must admit, however, that both in the past, the present, and assuredly in the future, your staff has given both the fleet and us landlubbers the best coverage of any and all stories possible.—D. E. Harms, RD3, USN.

- *Thank you for reopening the wound. The error was noticed when the first copies of the issue arrived; by then, of course, it was too late to do anything about it.*

However, we have found that Alvin *looks just as good from the wrong side. And the do-it-yourselfers in the Fleet can right the situation with the help of a small hand mirror.*—ED.

80 Miles Is Far Enough

SIR: I have received orders from NAS New Orleans, La. to Construction Battalion Center, Gulfport, Miss. The distance is 80 miles.

According to Article C-5317 of the *BuPers Manual,* men who travel by privately owned vehicle rate travel time based on one day for each 300 miles plus an additional day for any remaining distance of more than 150 miles.

Is 80 miles enough to entitle me to a day's travel time?—W. H. H., PN1, USN.

- *Yes. The "Manual" is quite specific on this point: "One day's travel time will be allowed when the official distance between the old and new duty stations is less than 450 miles, if travel is via privately owned vehicle."*—ED.

SALTY DETECTIVE—ASW carrier *USS Randolph* (CVS 15) cruises in search of submarines during antisubmarine warfare exercises in North Atlantic waters.

A Ship Can Issue ID Cards

SIR: Is my ship (an AR), authorized to issue dependents' ID cards? BuPers Inst 1750.5C, the pertinent directive, does not, in my opinion, give a clear answer to this question.—J. E. R., PN2, USN.

- *Under normal circumstances, your ship can issue ID cards to dependents. It is understood, of course, that whoever issues the card must be able to verify the dependents' eligibility from the sponsor's service record.*

If your ship's office keeps the crew's service records (most do), and you are equipped with the cards, laminating material and other necessary mechanical gadgets, you're in business—ED.

WHEREVER YOU ARE...
SEND ALL HANDS TO THE FOLKS AT HOME
949

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TAFFRAIL TALK

When an officer graduates from the Naval Justice School at Newport, R. I., he is given a certificate. And his wife is given a certificate, too, which states that she has attained a certain stature among her peers.

So it was when the 127th class graduated from the school. On the day before the graduation, the "Justice School Widows" were given the following citations:

"This certifies that Mrs.____________, while attached to and serving as the neglected wife of an officer student at the Justice School, having then and there served with devotion, solicitude and compassion above and beyond the call of duty, and having exhibited great physical, mental and emotional stamina in surviving endless and incomprehensible discourses on the *Manual for the Courts-Martial*, the *Uniform Code of Military Justice*, and the *Decisions of the Court of Military Appeals*, is hereby awarded this certificate with gold clasp, together with all the rights, privileges and immunities there unto and appertaining of the Society of Suppressed Spouses of Scintillating Sea Lawyers."

Rear Admiral Leslie J. O'Brien, Commander Cruiser-Destroyer Flotilla 10, made the presentations, and explained what the certificates meant. "Since your certificates are dated one day before your husbands' graduation certificates," he said, "you thereby outrank him by one day. You don't have to salute him. He has to salute you."

One of the graduates, an LDO with 24 years in the Navy, isn't afraid that his wife will pull her new rank.

"I just haven't read the fine print on the certificate to her yet," he said.

★ ★ ★

There's just something about penguins. There's small point to getting into a discussion as to just wherein lies their appeal, but most of us find them fascinating.

However, the men of VR-7, Naval Air Transport Wing, Pacific, would be justified if their enthusiasm for the little creatures in formal attire had somewhat waned.

Why? Because they were responsible for the shepherding—by an airlift, yet—of 47 exceedingly healthy and lively penguins from McMurdo Sound to the New York Zoo. Only to the uninitiated does this sound like a so-what deal.

The plane made the 12,000-mile trip in 42 hours, stopping only for refueling and crew change. The same plane—a C-130E *Hercules*—was used for the entire trip, but new crews took over at Christchurch, Hawaii and Moffett Field. A one-hour service stop was made at Pago Pago.

Temperature control presented problems. Penguins just can't take it if the temperature goes above 50 degrees F., and the seasons are quite balmy this time of year in such places as Christchurch, Pago and, so they say, in California.

This meant that the cargo portion of the *Hercules* had to be kept below 50 degrees F. This meant installing air conditioning units at every stop.

The penguins—44 Adelies and three Emperors—are to be the subjects of a study which concerns the ability of penguins, especially Adelies, to find their homes over long distances. It is believed that not only do they possess a built-in sun compass, but are able to employ other biologic navigational mechanisms.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keynotes of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

Here are a few suggestions for preparing and submitting material:

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

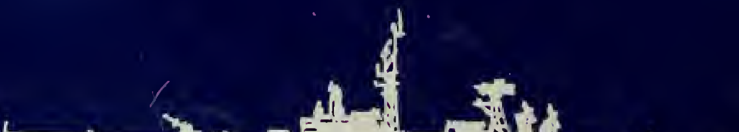
ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event must be received before the first day of the month preceding the month of intended publication.

Address material to Editor, ALL HANDS, 1809 Arlington Annex, Navy Department, Washington, D.C. 20370.

- AT RIGHT: OVER SHE GOES— ➡ Rough seas make a ton of cargo swing on highline as Fleet stores ship USS *Pollux* (AKS 4) replenishes Seventh Fleet carrier near Vietnam.

SYMBOL of our NATION

Our American eagle heritage is symbolized in the painting above, which appears in full color in the *American Eagle Brochure*, prepared by U. S. Department of the Interior, Fish and Wildlife Service, available from Superintendent of Documents, U. S. Government Printing Office, Wash D. C 20402.



and SEAL of our NAVY

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

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NAVAL
SCIENCES

This magazine is intended for 10 readers. All should see it as soon as possible.
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FEBRUARY 1967

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ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

FEBRUARY 1967 Nav-Pers-O NUMBER 601

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Assistant Chief for Morale Services

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• **FRONT COVER:** MAN WITH A FUTURE—NROTC student Gilbert P. Lauzon uses parallel rule while plotting course on chart in navigation class at Tufts University, Medford, Mass. NROTC represents an opportunity not to be missed by qualified Navy juniors and Reservists on inactive duty.

• **AT LEFT:** *GURKE* ON PATROL—USS *Gurke* (DD 783) ploughs through waters of the Gulf of Tonkin while serving as a search and rescue unit of the U. S. Seventh Fleet.—Photo by James F. Falk, JOC, USN.

• **CREDIT:** All photographs published in ALL HANDS Magazine are official Department of Defense photos unless otherwise designated.

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The Bureau should be kept informed of changes in the number of copies required.

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BRAVE MEN of DONG

This is the story of a small group of U. S. fighting men at Dong Xoai, Vietnam. During a short period, when they were attacked by the Viet Cong, they fought a heroic battle against great odds.

Dong Xoai was a small encampment in the jungle, consisting of about 14 buildings, approximately 50 miles north of the capital city of Saigon. Here a tiny force made up of Vietnamese soldiers, plus U. S. Army Special Forces personnel and Navy Seabees, were posted on the night of 9 Jun 1965. The Americans numbered less than 20 men, about equally divided between USSF and Seabee personnel. With them were an Army medical technician and a Navy hospital corpsman.

Before the attack ended some 14 hours later, the Army-Navy-Vietnamese team had been subjected to a continuous attack from the enemy. Every American fighting man in that battle was wounded, and a fourth of their number were killed in action.

Two of them received the Medal of Honor, an Army 2nd Lieut., Charles Q. Williams, and a Seabee, Marvin G. Shields, CM3. Dozens of additional awards went to the men at Dong Xoai, many of them posthumously. They included seven Silver Stars, eight Bronze Stars, a score of Purple Heart Medals and the Army Combat Infantryman Badge. The entire Seabee Team 1104 was awarded the Navy Unit Commendation for its action.

The full story of Dong Xoai can be told when all the official reports are in from the Vietnamese and U. S. units. This account is derived from a portion of the Construction Battalion files, and is seen primarily through the eyes of the Seabees who were involved.

This is a story not only of heroism, but of teamwork. To set the scene, here is a brief description of the Dong Xoai compound. It was surrounded in part by a protective ledge of earth—called a berm—that served also as bunkers for gun positions. The headquarters building was located in the northeast section, and the district headquarters facilities, along with Special Forces and Seabee billets, were located in the southwest section.

At Dong Xoai half the CBs and half the United States Special Forces (USSF) were split, half of the combined group being in the Ranger Compound and the other half being in the District Compound.

The purpose of the division was to provide control in the event of attack on both compounds and to minimize the possibility of a large concentration of artillery destroying the entire U. S. element.

In charge of the small American group was Captain William M. Stokes, III, USA, Armor Detachment Commander, Special Forces "A," Detachment A342. The senior Navyman present was Lieutenant (jg) F. A. Peterlin, officer in charge of Seabee Technical Assistance Team 1104.

At 1850 on the night of the attack, 9 Jun 1965, a report was received that 100 VC had been observed three kilometers south of Dong Xoai. The information was relayed to High Headquarters and the District Chief advised to bring the VC forces under artillery fire. This was not an unusual sighting for the Dong Xoai area. There were no indications of a mass attack.

Each night after dark all Special Forces and Seabee personnel were instructed on their duties in event of attack—where to go, what weapons were to be manned, and what actions were to be taken.

The following account, excerpted from official reports, will serve to piece together the partial picture of that night and the following day—a period of bitter fighting and great heroism. Some of the material has been paraphrased for greater clarity.

We'll start off with the statement of Chief Equipment Operator Johnny R. McCully, USN, *at Dong Xoai, Republic of Vietnam, on 10 Jun 1965. Chief McCully was*

SEABEES OF TEAM 1104

Standing Left to Right: J. C. Klepfer, EON2; D. B. Brakken, BU1; W. C. Hoaver, SW2 (deceased); LTJG F. A. Peterlin; D. M. Mattick, BUH2; J. M. Keenan, HM2; L. W. Eyman, UT1; J. R. McCully, EOC; and M. G. Shields, CMA3 (deceased). *Kneeling:* R. S. Supczak, CE3; F. J. Alexander, EA3; J. D. Wilsan, CM1 and J. L. Allen, EO1.

Klepfer, Supczak, Alexander and Allen were on duty elsewhere and were not in the action at Dong Xoai.

XOAI

one of those who earned the Silver Star, the Navy's third highest combat award.

At approximately 2345 on 9 Jun 1965, I had made a round with another guard around the Special Forces and CIDG camps. All posts were manned and the guards alert. I moved back to the barracks and had a cup of coffee. I talked to Sergeant Taylor, the Special Forces medic.

While I was standing approximately one foot inside the barracks, either a mortar or a 3.5 rocket made a direct hit on the Special Forces camp.

I immediately yelled for everyone to take their defensive positions. Everyone took their positions.

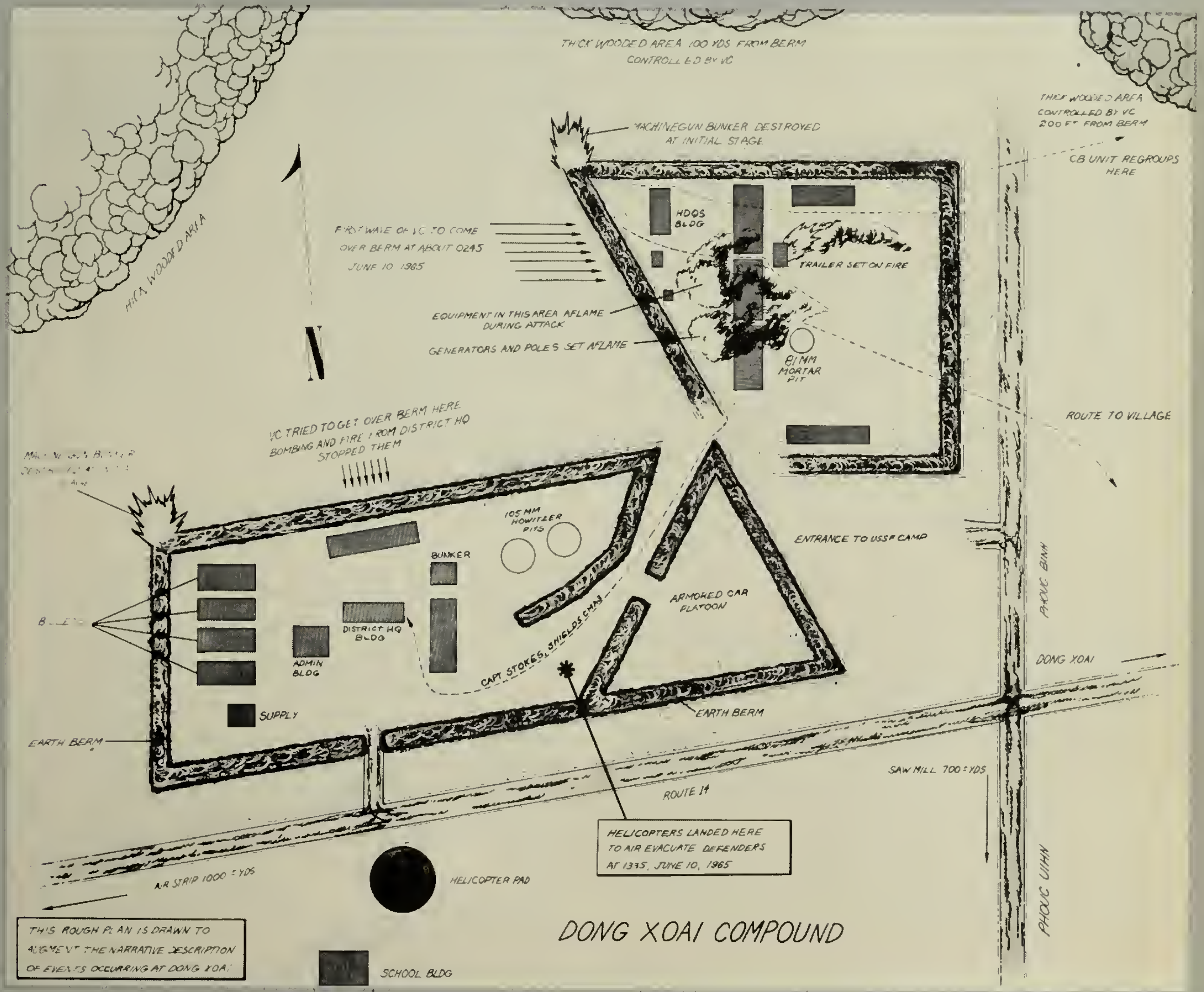
With my M-14 rifle, pack and 300 rounds of ammo, I moved out toward the berm heading toward the Command Post. The Command Post took another hit just before I got there.

A Special Forces man and I moved to the berm behind the latrine where we continued taking mortars. The gas drums near the generator shed commenced burning. Then I moved to the north corner of the west berm checking on the number of Americans there. I found Steelworker Second Class Hoover, Construction Mechanic Third Class Shields and Utilitiesman Second Class Eyman. In a few minutes LTJG Peterlin arrived.

All the time we continued taking mortar and machine gun fire. Shields had a slight shrapnel wound but he was still firing and carrying ammo. He saved approximately 800 rounds from the Seabee tilt-top trailer while it was on fire. Hoover had shrapnel wounds in his back.

At approximately 0230 the camp received another heavy mortar barrage mixed with machine gun fire.

One VC came across the berm with a flamethrower.


THICK WOODED AREA 100 YDS FROM BERM CONTROLLED BY VC
THICK WOODED AREA CONTROLLED BY VC 200 FT FROM BERM
MACHINEGUN BUNKER DESTROYED AT INITIAL STAGE
CB UNIT REGROUPS HERE
THICK WOODED AREA
FIRST WAVE OF VC TO COME OVER BERM AT ABOUT 0245 JUNE 10 1965
HDQS BLDG
TRAILER SET ON FIRE
EQUIPMENT IN THIS AREA AFLAME DURING ATTACK
GENERATORS AND POLES SET AFLAME
81 MM MORTAR PIT
ROUTE TO VILLAGE
VC TRIED TO GET OVER BERM HERE BOMBING AND FIRE FROM DISTRICT HQ STOPPED THEM
105 MM HOWITZER PITS
BUNKER
ENTRANCE TO USSF CAMP
ARMORED CAR PLATOON
DISTRICT HQ BLDG
ADMIN BLDG
CAPT STOKES, SHIELDS CHAS
PHOUC BINH
DONG XOAI
SUPPLY
EARTH BERM
EARTH BERM
SAW MILL 700 ± YDS
ROUTE 14
HELICOPTERS LANDED HERE TO AIR EVACUATE DEFENDERS AT 1335, JUNE 10, 1965
AIR STRIP 1000 ± YDS
HELICOPTER PAD
PHOUC VINH
THIS ROUGH PLAN IS DRAWN TO AUGMENT THE NARRATIVE DESCRIPTION OF EVENTS OCCURRING AT DONG XOAI
SCHOOL BLDG
DONG XOAI COMPOUND

BERM BUILDING—Earthen berm shown under construction is typical of fortifications at Special Forces camps.

He was shot by LTJG Peterlin. All this time we had been receiving heavy grenade action. My weapon was knocked out of my grasp by a grenade which also was set afire by a flamethrower. I moved around the berm and went to the east side of the CIDG camp for reinforcements and weapons. Two CIDG troops moved up with me; one had a 30-caliber rifle and the other a carbine.

We commenced moving up toward the north berm toward my original position. At this time I heard Americans shout on the south side of the CIDG camp toward the District Building. We received heavy VC fire from my original position.

At this time we pulled back to a fence near the village. We escaped through a fence, taking the machine gun and carbine with us. We hid under a house and fired at the VC in camp until our ammo was expended. At this time the house caught fire.

We moved from the house and commenced escape and evasion tactics. I tried working my way toward the airfield approximately one kilometer away, but we ran into a heavy concentration of VC fire.

One Vietnamese soldier and I moved along a road south of town, where we made contact with a Vietnamese civilian. The civilian took us to a sawmill where there was an underground bunker. We were strafed and napalmed, and also fired on by the VC. We moved into the woods until night, and then returned to the sawmill. We stayed in the sawmill all night, and just before daylight we moved back into the woods.

This is a portion of the narrative of Captain William M. Stokes, III, USA, Armor Detachment Commander. He was seriously wounded while leading the combined USSF-Seabee unit during the thick of the fighting, and was awarded the Silver Star for this action.

AT THE TIME of the attack, at about 1130, I was in the Command Post Building in the Ranger Camp with Construction Mechanic Third Class Shields, Steelworker Second Class Hoover, and the camp commander, Captain Do.

A mortar round hit the building, wounding Hoover. The USSF medic was dispatched to Hoover.

I ran for the communications center to report to Higher Headquarters that Dong Xoai was under attack. When I reached the radio equipment, I found that the equipment had been destroyed by a mortar round. I then heard an American calling for help from within the building that housed both the radio equipment and the balance of the CBs and Special Forces in the Ranger Camp, but I could not find the person.

While attempting to pull a wounded Vietnamese medic from a portion of the building serving as the dispensary, a 60-millimeter mortar round struck the ground about 20 feet to my rear, knocking me to the ground and damaging both legs. I crawled to the outside of the building and another mortar burst wounded my right arm and shoulder. A Special Forces medic, SGT Taylor, carried me to the firing position and gave me a grenade launcher.

I then dispatched the U. S. medic to establish liaison with the District Compound. I called to Chief McCully who was with LTJG Peterlin delivering fire against the enemy. I instructed Chief McCully to reestablish control, redistribute ammunition as required, redeploy

Indomitable Fighting Spirit: An NUC for Seabee Team 1104

Seabee Team 1104 received the Navy Unit Commendation for action at Dong Xoai. Here is the citation:

"For conspicuous gallantry and intrepidity in action while deployed to Dong Xoai, Republic of Vietnam, for construction of a Special Forces camp. On the night of 9 Jun 1965, when the camp came under attack by an overwhelming Viet Cong force employing mortar, rocket, recoilless rifle, machine gun, and small arms fire, the nine members of Seabee Team 1104 immediately took up assigned defensive positions and, together with Special Forces and Republic of Vietnam forces, coolly and effectively defended the camp throughout the attack.

"When the north end of the camp was overrun by the enemy, two members of Seabee Team 1104 assisted in carrying a badly wounded Special Forces officer to safety under heavy fire, while two other team members successfully employed escape and evasion tactics to escape the overrunning enemy until the morning of 11 Jun 1965, when they were evacuated by a relief force. The remainder of the team, located in the west area of the camp, assisted in the defense against an intense enemy attack throughout the night and following morning.

"Although two of their members were killed and the rest of them wounded during the action, they gallantly persisted in their efforts until they were evacuated by helicopter early in the afternoon of 10 Jun 1965.

"Seabee Team 1104, through the fortitude and indomitable fighting spirit of each of its members in the face of overwhelming odds, upheld the highest traditions of the United States Naval Service."

troops as necessary to fill up firing positions, and continue to fire the mortar.

I saw Construction Mechanic Third Class Shields on numerous occasions moving back and forth among the troops in his alert position—firing, controlling, encouraging, and carrying ammo to mortar positions. He displayed great courage during those early hours of the battle when incessant mortar, recoilless rifle, and small arms fire were falling into the camp area. Later—time unknown—the VC employed a flamethrower against the position in which I had formerly seen McCulley and Peterlin. At this point it was necessary to withdraw as many of our elements as possible before becoming decisively engaged.

I could not walk. My right leg was broken in two places and my left ankle was broken. Despite intense firing, Shields and SGT Taylor carried me to the District Compound.

During the Ranger Camp phase of the attack there was never any panic. Everyone engaged in the initial phase displayed great valor under unusually intense fire. I feel that all should be decorated for valor, that Shields is deserving of one of the highest awards, that LTJG Peterlin and Chief McCully surely must qualify for the Silver Star.

The full report of LTJG Frank A. Peterlin, CEC, USNR, praised the heroic teamwork of the men caught at Dong Xoai. The excerpts that follow relate specifically to that section of his report in which a number of Seabee personnel were recommended for awards by their officer in charge. LTJG Peterlin was still hospitalized when the Silver Star was pinned on him.

At about 2345, 9 Jun 1965, I was awakened in the Special Forces "A" Team Camp at Dong Xoai. I grabbed my gear and ran to the west berm. When I arrived at the berm I saw Construction Mechanic Third Class Shields. He had been previously hit in the head by shrapnel and was bleeding from the head.

A few minutes after I arrived someone yelled that they needed ammunition. At this time Shields departed from the berm and went back into the camp which was being heavily bombarded with mortars and returned with two boxes of ammunition.

Shields then returned to the berm and continued firing at the enemy. In about an hour I left Shields and went to the west corner of the north berm where Steelworker Second Class Hoover was located. Hoover was hit by the initial mortar barrage also and had shrapnel in his leg, back and arm. Although he was in some pain, he continued firing both his M-14 and M-79 at the enemy from his post.

During the period of 0030 to the final attack at about 0245 I noticed Shields jumping from position to position firing at the enemy and he also went back for more ammo, at least two more times. At about 0200 he came to Hoover's and my position with more needed 7.62 and M-79 ammo.

At about 0215 SGT Dedmon came in support of Hoover's and my position on the west corner of the north wall. He had blood all over him and said he was hit three times. SGT Taylor had already patched him up and he was moving around agilely and yelled encouraging words to everyone. Previous to his coming to my position he was on the north end of the west berm exposing himself to continued enemy fire.

LINE WORK—Seabees pour concrete for reinforced bunker at U. S. Special Forces camp up front in Vietnam.

When the final attack came at about 0245 I lost contact with everyone except Dedmon and Hoover when a flamethrower and many grenades came over the north corner of the west wall. I thought I saw the others fall back when I opened up on the wall where the VC were coming over.

I believe both Hoover and Dedmon opened up on the wall at the same time. Dedmon said, "Let's go," and as we got to the bottom of the berm I was knocked on my face by what seemed to be an explosion beneath me.

I crawled to the east side of the Headquarters Building where Dedmon and Hoover were waiting. Dedmon immediately said, "Try to get through the barbed wire while I hold them off." Hoover and I got through the wire around Headquarters Building and helped Dedmon through. The three of us then continued crawling the width of the camp past the Cambodian barracks to the north end of the east berm.

As the VC were storming the camp and fire was going over our heads, we rolled over the north corner of the east berm where we rested for a few minutes. We then continued crawling through thick weeds, concertina and barbed wire in a northerly direction parallel and between the east berm and the north-south road. The VC then took the east berm and there was heavy firing over our heads.

Builder First Class Dale B. Brakken, USN, takes the story from another vantage point. Wounded in action, Petty Officer Brakken received both the Bronze Star and the Purple Heart.

At approximately 2345 the VC launched a mortar attack on the Special Forces Camp at Dong Xoai. At that time I was in bed asleep; one American was on watch in our compound (District Headquarters Compound).

There was no alert sounded and we had no previous warning of the attack. When the first round hit, I got out of bed, put my boots on, grabbed a shirt, ammo belt, and my M-14 and went to the District Chief's office.

All Americans were told to report to the District

Dale Brakken, BU1 Douglas M. Mattick, BUH2 James M. Keenan, HM2 James D. Wilson, CM1

BACK HOME—Fighting CBs of Dong Xoai answer questions at press conference after their return to Port Hueneme.

Office in case of attack; from there the District Chief would assign us positions on the wall or wherever the main point of attack was taking place.

We were assigned to the southwest corner bunker. When we left the office we had our personal weapons plus one M-79 and a 3.5 rocket launcher, which I carried to the bunker. At this time mortar rounds were still falling all over the compound and there was a lot of small arms fire with tracers going every which way, even straight up.

At the bunker I took the southwest gun port, Builder Second Class Mattick was at the west port and Construction Mechanic First Class Wilson on the north port, Specialist Fourth Class McLaughlin and Hospital Corpsman Second Class Keenan were at position just outside the entrance where McLaughlin could fire the M-79 and 3.5.

The VC were building up and had set up a machine gun, possibly a 30-caliber, in the school building about 200 yards to our southwest. McLaughlin killed at least one gun crew with M-79 rounds that he fired through the school windows.

At this time the only light we had was from burning buildings and occasional illuminating rounds from our mortars. After an hour and a half or two hours we received a flare ship which was a big help; I think this was about 0130 or 0200.

AERIAL PHOTO shows CB-built Moc Hoa Strike Force camp. Seabees play big part building camps in Vietnam.

Keenan had been taken to District Headquarters to treat the wounded and I went outside to load the 3.5; I had been outside only a short time when our bunker came under concentrated mortar fire. One 60mm round hit about eight feet from McLaughlin and myself. The round knocked McLaughlin on his face and threw me a few feet against the bunker. McLaughlin received a small cut on the neck while I got nothing more than eyes and ears full of dirt. Hits were taken on all firing apertures and vision through them was impossible. Wilson had been thrown across the inside of the bunker when a mortar round hit his firing port. I believe he was hit with shrapnel at this point.

About 0230 Sergeant First Class Johnson ran to our bunker and told us that the east position of the camp had been overrun, that VC were all over that area and to fall back to the District Headquarters to make our stand. I grabbed an armload of grenades and took off. Mortars were falling all over the compound, but we all made it to the HQ without being hit.

Inside the building I saw that a few of the people had made it out of the other portion of the camp as it was overrun by the VC. They were Captain Stokes, USA, who was badly hit in both legs and unable to move or take command, Staff Sergeant Crowe who was on the PRC 10 radio maintaining contact with our air support, Private First Class Hand who was firing from one of the southeast windows, and Staff Sergeant Taylor who was in the east part of the building. All these men had been wounded several times.

The Seabees that made it to the HQ were Utilitiesman Second Class Eyman who had a large shrapnel wound in the left arm and shoulder and Construction Mechanic Third Class Shields who had been shot.

At this point I believed that all the other people in the east part of camp were killed.

We still had flare ships and fighters in the area but the flares were dropping about one kilometer to our east and were doing no good at all. Several times Crowe managed to call the planes back into position where they could bomb and strafe the walls. All through the remainder of the night and into the next afternoon we had wonderful air support. I believe the fliers did a real good job. There was everything that could fly around our camp; even the observation planes joined in and were firing at the Viet Cong.

At about 0300 the VC launched a heavy mortar and hand grenade attack against our position. All Americans had been wounded at this time, but they were all firing and throwing grenades through the windows and doors. All men were fighting except the captain who was unable to move.

The VC were on the walls all around the camp, firing and throwing grenades.

Between our building and the berm there was a tin-roofed barracks. The VC would stand on the berm and throw grenades over the barracks trying to get them in our doors or windows. We were shooting from our building through the barracks and knocking the VC off the berm as fast as they could stand up. I believe the VC thought we couldn't see them. I estimated at least 20 VC were killed in this way.

Eyman, even though badly hit, was putting up a good fight from his window. Wilson had taken a hit in the hand but was too busy to stop fighting. Shields was popping in and out the side door, throwing grenades back at the VC.

I HAD TAKEN A BULLET which went between the fingers of my left hand, taking a little meat with it. It glanced off my rifle, hit my right thumb, breaking the skin and spraining it, then bounced off and hit me in the groin and dropped on the floor. The round was still hot when I picked it up and put it in my pocket.

Through the remainder of the dark hours we were under constant small arms fire and an occasional grenade or mortar would hit the building and shake us up some.

I believed that if we could hold out till daylight that the VC would give up and go home, but when daylight came at about 0600 the VC didn't leave even though the air strikes got heavier.

The VC would mass for an attack time after time near our northwest wall. The planes would bomb, strafe and napalm them till they broke up, but 15 minutes later they would mass again.

By daylight the only heavy weapon we had left was the 3.5 rocket launcher. No mortars, no M-79 ammo and the 105 howitzers had expended their ammo long before daylight. All men were low on ammo. We tried to get an airdrop for resupply but we were unable to do so. Even if ammo and supplies had been airdropped, we never would have been able to reach them without the VC killing us.

During the morning (about 0930 or 1000) the VC had set up another machine gun in the school building and were firing through the gate into our building. LT Charles Q. Williams, USA, asked for a volunteer to load the 3.5 for him, and Petty Officer Shields went with him. They ran to the wall near the front gate where they fired three or four rounds before knocking out the VC gun.

On the way back to the HQ building they were taken under fire by another automatic weapon from the west wall. LT Williams was shot in the lower arm and Shields took two in the right leg, breaking it and almost tearing it off.

PRIVATE HAND AND I went out to get Shields. When we reached Shields, he had pulled himself into a building and started to place a tourniquet on his own leg but had passed out. Private Hand was too shot up and weak to be of any help and I couldn't lift Shields myself. The VC was firing an automatic weapon into the building and things were flying all over the place. About that time Sergeant First Class Johnson showed up and Private Hand and I loaded Shields on his back and made it back to the HQ building.

Through the remainder of the morning Shields was laughing and joking and taking things real good.

The VC decided they wanted us dead so they began firing on the building with a 57 recoilless rifle but only one round came into the building.

At about 1300 the VC started massing for an attack, so LT Williams had us fall back to the nearest 105 positions where about 20 South Vietnamese were holding out. The aircraft were called in to hit everything in camp except the 105 positions; we were still trying to get choppers in to evacuate us.

LT Williams took command after the captain was hit; it seemed to me he was the calmest man there. He constantly exposed himself to enemy fire without any regard for his own life. He was the bravest of the brave men at Dong Xoai.

Let's hear part of the report of Second Lieutenant Charles Q. Williams, USA, *himself. He was awarded the*

AT WORK—Sandbag bunker is constructed by Seabee construction unit working in forward position in Vietnam.

IN HONOR—MCB Ten named camp in memory of (Rt.) CB Medal of Honor winner Marvin G. Shields, CM3, USN.

Medal of Honor. Navyman Shields was also a recipient of the Medal of Honor. Here's what LT Williams had to say of Shields:

In the morning (10 Jun 1965), I asked for a volunteer to assist me in manning a 3.5" rocket launcher to neutralize the machine gun position to our immediate south. Petty Officer Shields immediately volunteered even though he had previously been wounded in the neck, face, and back.

He accompanied me on this mission with three rounds of 3.5" rocket ammunition. We had to move across an open area for approximately 100 meters under intense hostile fire. Upon arriving at our firing position, he acted as leader and we succeeded in destroying the machine gun position. Even though he had never functioned in this capacity before, he did an outstanding job.

Our return route was generally the same. Upon reaching a point approximately midway between our firing position and our initial position, we came under machine gun fire. Shields was hit in the leg and again seriously wounded. I managed to get him out of the line of fire and later evacuated to our strong point.

I consider this man a credit to himself, to the country, and to the military service.

Next we turn to Construction Mechanic First Class James D. Wilson, USN, *for his action report. Petty Officer Wilson was awarded the Bronze Star.*

Some time around midnight, possibly an hour earlier, a mortar round landed in our District Headquarters compound. I was on my cot asleep. This was the first I knew of any action taking place. To my knowledge, there had been no advance notice of an attack, or any indication of the massing of VC troops in the immediate vicinity.

I grabbed my shoes, weapon, and ammo and ran to the District Headquarters office, which was our preassigned assembly point.

A few minutes later we took positions at the southwest corner bunker of the camp berm as recommended by the District Chief. At this corner there were nine of us (Special Forces and Seabees).

During the next two hours we held this position and the entire camp was heavily showered by enemy small arms, machine gun, and mortar fire. Specialist Fourth Class McLaughlin, with Builder First Class Brakken loading the 3.5 rocket launcher, wiped out a VC machine gun position that had been set up in the old school building south of the camp.

We took one very close (within 10 feet) and two direct mortar rounds on our corner bunker. Looking back into the camp I could see that nearly all of the buildings had been damaged by mortar fire and some were burning.

Flare ships had arrived by this time and were dropping parachute flares for us but visibility was still very limited; because of the low ceiling the flares were burning above the clouds.

LT Williams ordered us to take cover and hold the District Headquarters building. Construction Mechanic Third Class Shields and Utilitiesman Second Class Eyman, who had been over in the Ranger Camp, showed up to help us move out and back into the Headquarters building.

During the first couple of hours the other camp had been overrun by the VC. The VC had set up mortar positions over there and were shelling us from that compound.

Once we were back to the Headquarters Building I saw that several of the Americans from the other compound had managed to get out and join us. Included in this group was the Army Team captain who had been seriously wounded. Shields and one of the sergeants had carried him from the other side. The executive officer took full command of all U. S. troops.

We took positions throughout the building; McLaughlin, Hospital Corpsman Second Class Keenan and I were at the north door. A grenade exploded just outside the doorway, wounding all three of us. Keenan helped me get a tourniquet on my left arm, then Builder Second Class Mattick and I took positions at a window on the north side of the building. VC were coming over the walls but not in any great numbers. They had massed outside the north and east walls of the camp but never charged in force.

About daybreak we began getting air support that continued until we were picked up by helicopters early in the afternoon.

By the time we got out of Dong Xoai, every American had been wounded, killed or was missing. Some had been seriously wounded early in the battle, but continued to fight to the last minute.

Many examples of courage, bravery and heroism were shown. Second Lieutenant Williams, though seriously wounded, continued to fight, aid others and command the U. S. troops.

Shields exposed himself to heavy enemy fire many times to aid the wounded and resupply others with ammunition, even after he had been shot in the face. Keenan and the Army medic worked tirelessly on countless wounds under extremely dangerous conditions and still managed to aid in fighting, too.

Our radioman maintained contact with reserve units, armed helicopters, flare ships, rescue helicopters, and directed the strafing and bombing of our air support.

I don't know the names of all these—I was only at Dong Xoai one and one-half days before the fighting started and didn't get to know all of the men.

This is the statement of Builder Second Class Douglas M. Mattick, USN. Along with his Purple Heart he too wears the Bronze Star Medal.

I SLIPPED MY BOOTS ON, grabbed my shirt, rifle, and web belt and ran to District Headquarters Building. Mortars continued coming in and the men could be seen taking their positions, by the light of the mortar explosions.

All the Americans in the District Headquarters Compound (DH) mustered at the District Headquarters Building. Then we tried to raise radio contact with the old Ranger Camp where the other Americans were.

After determining the direction of attack, all the Americans in District Headquarters went to that point, which was the southwest corner. The other Americans brought 3.5 ammo and the 3.5 rocket launcher, and I carried two 3.5 rounds over and Specialist Fourth Class McLaughlin carried the M-79 along with extra ammo. I would guess this to be about 2355.

VC were spotted in the schoolhouse to the south of District Headquarters. McLaughlin would shoot M-79 rounds into the school and as the VC would run out, Hospital Corpsman Second Class Keenan would shoot them with the M-14.

Construction Mechanic First Class Wilson was looking out the north firing hole and I was at the west firing hole of the southwest bunker when, by the last seconds of flare light, I spotted one VC and Wilson spotted two VC coming up to about 20 yards from the berm. McLaughlin fired three M-79 rounds at them but they were too far out. As we never received fire from these men, I believe they were forward observers for mortar. I don't know what kind of communication gear they had. We lost them when the flare burned out.

Builder First Class Brakken was loading the 3.5 for McLaughlin when a 60mm mortar fell about six feet from them. It slammed Brakken into the bunker wall and threw McLaughlin. McLaughlin had a cut along the side of his neck.

Before this, Keenan had been called back to District Headquarters Building to treat some wounded.

ALL IN THE JOB—Unidentified construction team hits dirt with weapons ready as Viet Cong attacks job site.

Right after the mortar round that wounded McLaughlin, another landed on top of my firing hole, caving it in and throwing me back. One dropped on top of Wilson's firing hole which was approximately three feet from mine, caving it in and throwing both him and me back. Another round made a direct hit on top of the bunker. Several others landed within a few feet of our bunker.

Wilson and I continued to pick VC off the berm as they would come up to throw a grenade in or to come over the berm to get into the camp.

Some time after this a flamethrower came in from the west. I saw the flame twice out of my window. Wilson finally was able to shoot him four times. The flamethrower also received carbine fire from the room to the west of us.

Keenan had taken up a position just outside our door, watching the door on the north side of the building.

I saw Private First Class Hand in the southeast corner of the building at a window. He had come from the other camp and, though wounded, was using a carbine.

A 57mm recoilless rifle opened up from the northwest. We took three direct hits in front of the window and one came through and put a hole in the wall above Wilson's head.

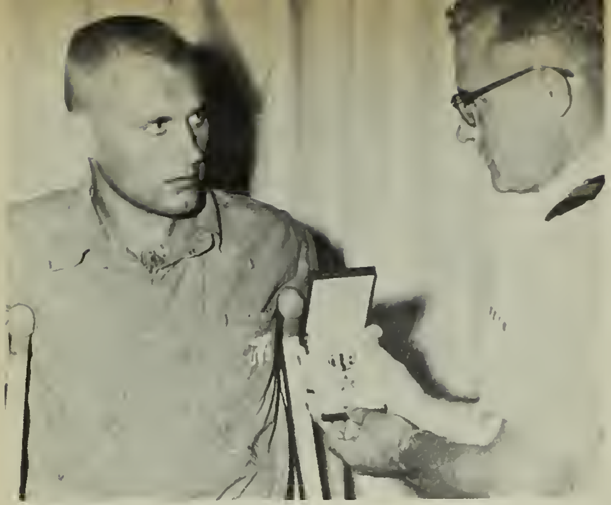
I couldn't begin to count the number of mortars and hand grenades that went off in front of our window. The water tower stopped many grenades from coming in and this undoubtedly is what saved Wilson's and my life.

In the morning I saw Utilitiesman Second Class Eyman; he was wounded pretty bad. He needed more ammo, so I gave him a magazine. He, too, had come from the other camp.

During the day things were halfway quiet on my side of the building. VC were periodically coming over the berm and a few grenades coming in, also occasional mortars, but pretty slow compared to the night before.

Some time during the fight I received several slight wounds from fragments. Every American there had a wound ranging from a scratch to fatal.

The wounded kept the United States Special Forces medic and Hospital Corpsman Second Class James M. Keenan, USN, very busy. Both were wounded in this action and both were decorated for valor. Keenan, who



A STAR—Navy LTJG F. A. Peterlin, USNR, is presented the Silver Star for heroic action at Dong Xoai.

received the Bronze Star, reported the following:

I WAS AWAKENED by a loud explosion in the District Compound. Though not positive, I believe it was a 60mm mortar. Everyone was up immediately all over the camp. I got my gear and ran to the District Chief's office. We were told to take up positions in the southwest corner bunker and we did so posthaste.

Specialist Fourth Class McLaughlin and I were last to arrive at the bunker. Since there was not room inside due to South Vietnamese casualties already there, plus U. S. personnel, McLaughlin and I took positions outside and behind the berm. We were getting mortars and small arms fire all the time. At approximately 0020 we observed machine gun fire from the school and raking the camp.

VC ran out of the front of the building. One VC ran the other direction. Each time we fired, the mortars would drop near us, covering us with dirt, but no direct hit was scored at this time.

At approximately 0100 I was called back to the District Headquarters to attend to more injured there. I went back to the District Chief's office and noted much mortar and small arms fire coming into the camp. At the District Chief's office I found several wounded South Vietnamese—one already dead, two serious and one critical who later died.

I continued dressing wounds for about 45 minutes or an hour and people (American) started coming from the Ranger Camp, and I knew they had been overrun. Captain Stokes, USA, was seriously wounded, Construction Mechanic Third Class Shields hit in the face, Utilitiesman Second Class Eyman hit in the chest, PFC Hand hit in the arm; everyone was hit by fragments including myself. The people were pulled in from the bunker and we took up stations in the District Chief's office, covering all windows and doors.

The first grenades started going off shortly after this. The VC came up on our northwest berm and began throwing grenades over an outbuilding at the District Chief's office. We fired through windows and killed many of them. The flamethrower hit us around this time, but he was quickly killed by rifle fire from the house. Throughout the night we were hit by grenades, mortars, 57mm recoilless, .50- and .30-cal. machine guns, and heavy small arms fire. At this time the Seabees were all low on ammo and we then all fired semiauto only.

I don't know when the flare ships first arrived. I got most of my light from burning houses nearby, although there were lots of flares dropped and fired by mortars. We had communications at all times and had good, close air support. When flares came down I saw debris all over the District Chief's office; blood was all over the walls and in pools on the floor. We had no food and very little water left, so I tried to save it for the seriously wounded.

After dawn the VC did not leave; they resumed attack and again had machine guns in the schoolhouse.

Second Lieutenant Williams, USA, had command after Captain Stokes was wounded and he and Shields went out to the berm with a 3.5" rocket launcher and knocked it out.

Coming back, LT Williams was hit again, and Shields was critically wounded in the right upper leg. They were hit at around 0700. Builder First Class Brakken and PFC Hand went out and brought Shields back. There was very little I could do for Shields as all medical supplies were exhausted or destroyed. I made dressings and tourniquets from bedding in the house, and gave him morphine since his pain was severe at this time. I believe that if Shields could have been evacuated within three hours, he would have lived, but he suffered massive hemorrhage and shortly went into deep shock.

Ths rest of the day was a fire fight with snipers on our berm. The VC dropped mortars sporadically all day. At times they would mass on the berm but would be driven off by air support. At 1330 they began massing in great numbers and we were driven from the house to the artillery for a last stand. We called again for helos and called for an air strike on everything in camp except the artillery positions.

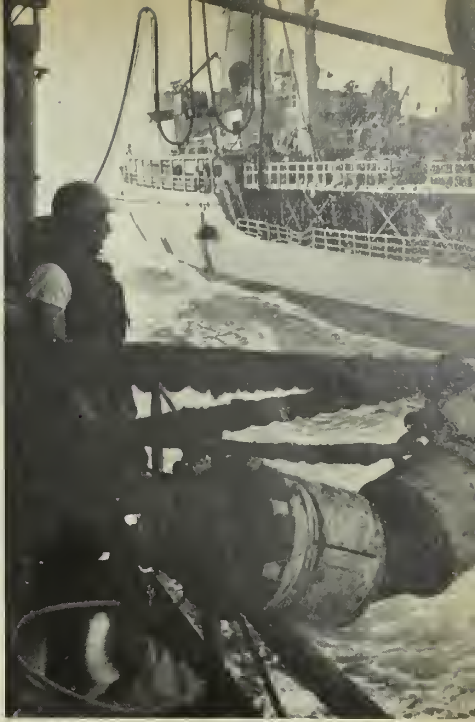
The distance from the District Chief's office to the artillery was approximately 50 meters. We had to cross a ditch and go under barbed wire. I carried Shields across the yard and across the ditch but I was unable to get under the wire with him on my shoulder and was forced to drag him the rest of the way. Builder Second Class Mattick helped me in getting him to the artillery from the ditch.

In the meantime the jets arrived and dropped bombs and napalm. While the jets were keeping the VC down, the choppers arrived.

When the choppers landed, Brakken, I and someone else carried Shields out to the aircraft. Shields was alive when we put him on the chopper but he was sinking fast. We were under mortar and small arms fire at this time. I was assigned to the second chopper but I just barely made it on the third. McLaughlin was hanging by his hands and was pulled aboard after takeoff. The wounded were evacuated to Saigon and Mattick, Brakken, and I came down later.

Of the small group of Navyman at Dong Xoai two were listed as killed in action: Construction Mechanic Third Class Shields, and Steelworker Second Class W. C. Hoover. Rounding out the lists of awards previously cited for the Navymen are two more Bronze Stars, one for Hoover and the other for Utilitiesman Second Class L. W. Eyman, USN.

They were all brave men at Dong Xoai.



Stand By for Shotline

"ON THE GREENE, *stand by for shotline.*"

The crewmen were heads-up and alert even as the shotgun-propelled heaving line came across the destroyer's bow.

It was time to refuel and USS Eugene A. Greene (DD 711) has just pulled alongside one of several tankers the Navy has operating in the South China Sea.

Huge cables, wires and hoses were soon hanging over the foaming water.

Pulling, sweating and shouting orders back and forth, the sailors made the final hookup. Then, with only the noise of rushing water and squeaking pulleys, the men waited. An order was given. Then the "black blood" of a destroyer was pumped from the oiler into *Greene's* tanks.

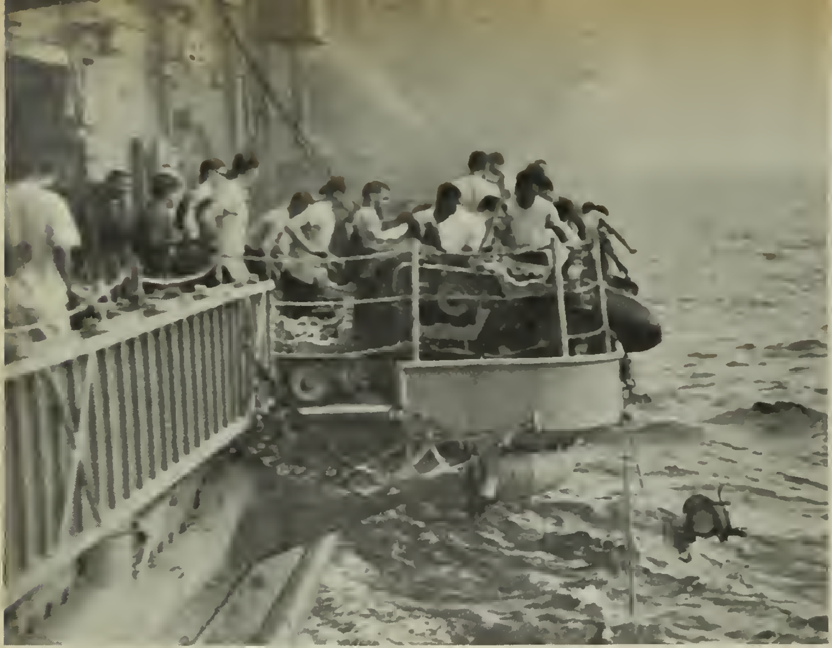
Quickly the tanks were filled and the hoses returned.

The ships parted.

In easier times, a tongue-in-cheek request would have been made for trading stamps. But not now, for this is happening daily in the Tonkin Gulf off Vietnam.

Clockwise from Top Left: (1) Crewmen of *Greene* work fuel hose toward DD's tank. (2) Unrep underway. (3) Connections are checked. (4) The communication line waits on deck for its crossing. (5) Last hose connection is made. (6) Destroyer USS *Eugene A. Greene* (DD 711) cruises Western Pacific.

—Photos by Ralph Wasmer, PH1, USN.



BOMBS AWAY—*Oriskany* sailors push bombs over side to prevent explosion. *Rt:* Men move plane from port elevator.

'FIRE IN HANGAR BAY

Readiness in an emergency is a necessity in the life of every Navyman. All the training he has received is transformed into quick, accurate, methodical reactions, dedication to duty and, sometimes, heroism. When called upon in an emergency situation, Navymen will automatically become part of an integrated team bent on a single purpose—to accomplish the mission set before them, no matter how great the odds against them. This is what happened aboard USS Oriskany.

AT 0727 on 26 Oct 1966, crewmen of USS *Oriskany* (CVA 34) were engaged in air operations in the Gulf of Tonkin. Planes were being checked before being wheeled to the catapults. Below, in the hangar decks, mechanics were making adjustments and repairs on the jets and helicopters. Machine shops were beginning to hum with the day's activity. Others about the ship were en route to their respective offices and shops to begin their work.

At 0728, the fire alarm sounded.

Within seconds, *Oriskany* crewmen forgot their routine jobs and were running to help fight the blaze which suddenly threatened the safety of the entire ship.

While the fire hoses were being reeled out, rescue parties formed and began searching nearby compartments and living quarters for shipmates who might soon be trapped by the fire, that was now raging out of control.

ORDNANCEMEN RUN toward side of flight deck to jettison bomb during fire.

Plane handlers on the flight deck were moving planes aft, away from the catapult and forward areas of the deck, to prevent their loss. In the hangar bays, others were forcing their way through smoke and fumes to move *Skyhawk* jets and helicopters out of the fire area.

The fire had apparently started in a flare locker on the starboard side of hangar bay No. 1. The flames spread quickly, enveloping the forward interior part of the ship in a wrapper of caustic smoke, making evacuation of these areas extremely difficult. As the fire spread, it brought more danger with it as flames approached fuel supplies and bomb storage areas.

In less than half a minute the fire party, under the direction of Aviation Boatswain's Mate 2nd Class Henry Brooks, had hoses on the fire.

The intensity of the fire was so great it had eaten through the bulkhead of the hangar bay and was almost engulfing the firefighters.

SUDDENLY an explosion in the [illegible] locker rocked the hangar bay [illegible] huge ball of fire rolled through the bay, knocking the firefighters off

JET WAS brought from hangar bay.

FIREFIGHTING FOAM covers starboard sponson as men pass hoses to hangar.

ONE!'

their feet. Some of the men received burns, but remained on the job.

The fire spread to two helicopters and a storage area by the forward elevator, near the liquid oxygen storage space. Damage Controlman 2nd Class Billy Coleman and Aviation Boatswain's Mate 1st Class Noel V. Hartford inched their way into the LOX compartment with a two-inch fire hose. They were joined a few moments later by Lieutenant (jg) Robert R. Williamson, *Oriskany's* fire marshal, with another hose. Together they saved the space from destruction.

The entire hangar bay was now a mass of flames. Hoses strung from the forecastle and other forward areas burned through and others had to be brought from aft.

Earlier, Lieutenant (jg) Robert Davis, *Oriskany's* explosive ordnance disposal officer, had arrived at the scene of the fire and immediately cut the lifeline on the starboard side near a sponson. He and others cleared the area of bombs, then went up to the flight deck and began jettisoning bombs from the forward area.

Donning an oxygen breathing apparatus, LTJG Davis entered the gun mounts and passed five-inch ammunition to be thrown over the side.

BOMBS ON THE forward starboard sponson on the hangar deck level posed the greatest threat. Davis and his men led two hoses down from the flight deck and played water on the bombs to keep them cool until they could be thrown overboard.

In a mass effort, the men pushed tons of bombs and other ordnance over the side to prevent them from exploding from the heat caused by the fire that was already engulfing many of the bombs.

The men were nearly blown over the side when the nearby flare magazine exploded, but they recovered and kept working.

At one point, 20mm ammunition, unseen in the heavy smoke, began exploding around the fire party as the men removed bombs and other ordnance from a *Skyhawk* jet.

Some of the injured men were carried to the flight deck, where they were put aboard helicopters and flown to the nearby carrier USS *Constellation* (CVA 64), which was standing by to augment *Oriskany's* medical department as needed.

There were many heroes that day, but the non-heroic yet essential jobs were performed, too. A typical story is that of Engineman 2nd Class Earl Houston of Commander Carrier Division Nine.

When the alarm sounded, Petty Officer Houston called the staff's enlisted living compartment to make sure everyone was out safely. Then he and others abandoned the Flag spaces.

Houston checked the starboard staterooms until he was driven out by the heat. Then he went to the port side of the ship and checked rooms until stopped by bulkheads warping into the passageways.

After a brief rest, Houston returned to the disaster area, where he worked late into the night rigging emergency lighting, checking for breaks in electrical wiring and running emergency equipment.

STARBOARD SIDE of *Oriskany* is flurry of activity as water pours from hangar.

He has attended several Navy firefighting schools, "but never thought I'd have to use what I learned."

MARINE PRIVATE 1st Class Peter Mora is another example of the attitudes and accomplishments of many men aboard *Oriskany* during and after the fire. Mora searched for survivors, directed hoses, checked for hot spots and noxious gases and directed survivors to safety through the smoke-filled passageways.

"There was so much happening and so much that needed doing," he said, "that I can't remember any specific actions that I might have taken. I just kept moving, that's all."

Mora is credited with saving many lives. In one instance, he attempted to revive a fire victim by mouth-to-mouth resuscitation.

Still another sailor, Boatswain's Mate First Class Noel Hartford, appeared to be everywhere during the course of the disaster. When the alarm sounded, he ran forward on the flight deck, taxied two aircraft off elevator No. 2, ran the elevator down to the hangar deck and operated it while the first four planes were moved from the burning hangar to the flight deck.

He directed a firefighting party to the forecastle and instructed the men on the use of OBAs.

Alerted to the plight of a pilot trapped in his stateroom, Hartford swung a firehose, OBA and battle lantern to the man, then directed a rescue team to him.

After helping Billy Coleman wet down the liquid oxygen compartment, Hartford helped with bomb and ordnance removal near the blazing flare locker.

In the words of one officer, "It was amazing to see one man doing so much in so many places."

Lieutenant (jg) James Nunn and LTJG Davis used Scuba gear to rescue a man trapped in a pump room surrounded by water several decks below the hangar deck. The Scuba gear, ironically, belonged to the rescued man.

SO IT WENT throughout the day. In the three hours and seven minutes it took to extinguish the blaze, 43 men died, three were seriously injured (one died later) and 33 suffered various minor injuries.

Damage to the ship included the loss of two helicopters, varying degrees of damage to four *Skyhawk* jets, minor damage to hangar bay No. 2 and extensive damage to hangar bay No. 1, forward officers' quarters, catapults, the forward elevator and electrical circuits.

But, according to observers, it could have been worse. Credit was given to nearly everyone involved for their fast, accurate reactions to the alarm, their knowledge of what to do and the organization and direction of the firefighting, search and rescue and repair parties.

FDR Stays on Station Despite Fire

Also in the South China Sea the aircraft carrier USS *Franklin D. Roosevelt* (CVA 42) remained on station despite the fire in her fifth-deck paint locker.

The flash fire broke out in the late afternoon on 4 November, when Navy storekeepers were lowering hydraulic fluid and paint into the storage compartment. Eight men who had been handling stores below decks shut themselves into an adjoining space to escape the blaze.

Roosevelt firefighters went into action immediately, and the fire was extinguished in 16 minutes. Conventional extinguishing methods had to be used because a more effective carbon dioxide system, though readily available, might have harmed the men in the space below.

About 15 minutes after the fire had begun it was out, but despite the fast work the first rescue party found the eight men dead of suffocation.

Material damage to the carrier was slight, so the fire did not hamper its operations. Shortly thereafter the carrier was once again carrying out missions in the Vietnam theater.

Captain John Iarrobino, *Oriskany's* CO, commended his men, in part, as follows:

"As terrible as this tragedy is, it could have been much worse. If it hadn't been for the courageous and daring actions of many of you, our casualty toll would have been much higher and damage to the ship and aircraft would have been much more extensive.

"There are many reports that I have heard, and I know I haven't heard them all, which describe officers and men risking their lives together to save shipmates, jettison bombs over the side, remove aircraft from hangar bay No. 1 and to battle the fire in the hangar and the forward part of the ship under the most adverse conditions.

"To all these men—to all who assisted in any way to bring the fire under control, to all who cared for the casualties and to all the repair parties who did such a magnificent job—I want to express my sincere thanks and admiration. Watching you react to this crisis . . . made me even more proud than I was before to be a shipmate of yours."

AFTER THE FIRE, *Oriskany*, damaged to the point where she could no longer stay on station, steamed to Subic Bay, Philippines, to recover from her wounds.

On 28 October, *Oriskany* crewmen stood in silent mourning as colors flew at half-mast in honor of her dead. A firing squad of Marines stood rigidly at "Present Arms" as the flag-draped victims of the fire were taken from the ship to a waiting aircraft for transportation to the United States.

A week later, *Oriskany* left the Philippines en route to the U. S. for repairs.

Memorial services were held at sea for the men who lost their lives. The ceremony was climaxed by a burial at sea of one of the fire victims. As the committal prayer was read, the seven-man Marine firing squad gave a three-volley salute.

The officers and men of *Oriskany* and her embarked air wing came to a salute as the mournful strains of "Taps" rang out over the water.

Oriskany's colors were then run back to full mast. The carrier and her escorts resumed normal speed and cruising formation, and headed for home.—**Kelly Gilbert, JO2, USN**

RESCUERS don Oxygen Breathing Apparatus before going into smoke-filled passageways. *Below:* Solemn services are held at sea for *Oriskany* fire victim.

EVERY NAVYMAN SEES IT AT LEAST ONCE—

Return to Treasure

As you drive aboard Treasure Island, in San Francisco, the first thing you notice is a large airplane hangar—but no airplanes. At the entrance to the hangar is a sign saying, "Twelfth Naval District Public Works Transportation Center."

There is another hangar with a similar sign. There are also runways which haven't been used for so long that no one even thinks of them as runways. And so it has been for over two decades.

If you are a newcomer to the island, you cannot but wonder what the story is behind some of these rather incongruous buildings which the Navy has adapted to its use.

This year marks the 25th anniversary of the Navy's occupancy of Treasure Island. As old-timers in the area know, Treasure Island was built over a quarter of a century ago to provide a site for the Golden Gate International Exposition of 1939-40. The purpose of the exposition was to celebrate completion of the Golden Gate and San Francisco-Oakland Bay bridges.

Treasure island is one mile long and three quarters of a mile wide. Its construction began in 1936. Shoals from adjacent Yerba Buena Island were used for the basic foundation. Material for the island was dredged from the bottom of San Francisco Bay. The dredging served a dual purpose, since it increased the depth of the bay. This proved to be a great advantage to the many naval vessels and commercial ships navigating the bay.

A sizable sum of money had been provided by the city of San Francisco for construction of Treasure Island and the permanent buildings on it. This long-range investment was made with the idea, after the close of the exposition, of using the island for a metropolitan air terminal for trans-Pacific and transcontinental air transports. Those were the days of the four-engine flying boats, landing and taking off from San Francisco Bay. They were flying out of Treasure Island once a week in 1939.

As the World's Fair neared its closing in 1940, the imminence of World War II influenced the future of Treasure Island. With traditional forehandedness, the Navy had been appraising Treasure Island well before the fair closed. Its 900-foot causeway linked it to the Bay Bridge as well as Yerba Buena Island, which had belonged to the Navy since 1898. The island was highly desirable as a naval base because of its strategic location and close proximity to other naval activities in the area.

Negotiations were begun and, on 28 Feb 1941, Treasure Island was leased from the city and county of San Francisco to the Navy Department for a period of five years.

The next several months were devoted to clearing out the debris of the World's Fair and converting enough buildings to make the island habitable until further improvements could be made. On 12 Jun 1941, Rear Admiral Hugo R. Osterhaus, USN, was assigned as Commander Patrol Force, and Navymen began reporting for duty and training.

Inshore and offshore patrols, coastal lookouts, mine forces and net defenses were rapidly being established. Busy months passed quickly, and it was not long until the attack on Pearl Harbor jolted the entire nation into action.

Following the attack on Pearl Harbor, there was a feeling among many on the West Coast that the enemy might attempt a landing, or make air attacks. The vigilance of all coastal patrols of the northern sector of the Western Sea Frontier was coordinated in Treasure Island.

A naval history of the island during the war years gives a poignant description of its lagoon on the morning of 8 Dec 1941. It was jammed with miscellaneous small craft, fishing boats and yachts—all donated by their civilian owners for emergency naval patrol service.

Since our coastal tankers were the targets of enemy submarines, there was urgent need for gun crews and escorts. That was the mere beginning, however, for war in the Pacific meant a naval war.

Overnight, enlistments and recruiting figures soared. In the spring of 1942, the island's population and facilities were growing like mushrooms. New activities, new schools, new commands were coming into existence overnight.

Island

The pavilion which had housed the fair's food and beverage exhibit had been converted into a mess hall which fed 7000 men an hour. On occasion, it fed as many as 18,000 men in a two-hour period.

Activities of the island continued to expand so that in the final year of the war, it was equipped to handle three times its original estimated capacity. During the course of the war, four and a half million Navymen passed through Treasure Island.

In addition to the permanent naval personnel assigned to the island, more than 4000 civilians were employed by the Navy. Their jobs ranged from secretarial work to truck driving.

AT FIRST—Treasure Island looked like this during World Fair time, 1939-40.

The story of the expansion of every department for each activity on the island is a fantastic one. Messing, berthing, classroom spaces, recreational facilities—each was like a rubber band which was stretched far beyond its normal capacity.

A good illustration is the growth of the medical facilities. In July 1941, four medical officers and one dental officer had opened the first sick bay. In April 1942, the first dispensary was commissioned, but the need for medical facilities continued to expand until there were a total of five dispensaries holding sick call three times a day.

As another example, the Treasure Island post office started out by being operated by one chief petty officer and five mailmen. At its peak expansion, it had a crew of three officers, 112 rated mailmen and 80 civilian women. It handled an average of 205,000 pieces of mail each day, and transacted a quarter of a million dollars worth of money order and stamp sales a month.

Many present-day Navymen will not recall the term, Armed Guard, but the Armed Guard Center, was one of the most interesting activities on the island. It was activated 12 days after the Pearl Harbor attack.

During the first days of the Pacific war, the Navy's most urgent need was the transporting of men, munitions and supplies to carry on the fight.

Every merchant ship and transport vessel that set a westward course required a crew of sharp-eyed gun-trained bluejackets.

The job of the Armed Guard Center was to assemble, train and equip these vitally important crews to protect the slow-moving, heavily laden cargo and troop ships from attacks by both enemy planes and submarines.

When the Armed Guard Center was established, it was estimated that its personnel requirements would not exceed 150 officers and 1200 men, both ashore and at sea. A year later there were over 400 officers and 8000 Armed Guard men on board merchant vessels and transports, plying their way across the treacherous Pacific.

Rumors on numerous sinkings resulted in Armed Guard men being singled out as men on "suicide duty." A facetious motto for the men was

ISLAND WORK—Big job in WW II was training guards for Merchant ships. *Rt:* Exercises at Harbor Defense school.

ON THE WAY—Navymen in South Pacific at end of World War II board transport headed for Treasure Island on way to becoming civilians again.

"Sighted sub . . . blub . . . blub . . . blub . . ."

The organization continued to grow until around its peak in June 1945, there were 45,000 enlisted men and more than 2000 officers attached to the command.

Another illustration of the island's growth was the Operational Training School. It grew from nothing into a "Treasure Island University."

During the war, Treasure Island U. trained more than 100,000 officers and men in the many aspects of shipboard operations. A similar story could be told about each of the wartime activities on the Island.

When the war was over, the Navy Department, because of its need for a long-range building program, sought to obtain Treasure Island on a permanent basis. However, the city of San Francisco did not want to give up the island.

Negotiations finally led to an arrangement whereby the Navy relinquished its land and improvements at Mills Field (now San Francisco International Airport) in exchange for San Francisco's land and improvements at Treasure Island.

The Navy occupied the island without incident until the fall of 1962. That November, one of the San Francisco newspapers released a bulletin announcing that Treasure Island was for sale. It set off a flurry of speculations throughout the bay area regarding the probable future of Treasure Island.

The clamor was silenced on 8 Feb 1963, when Admiral George Anderson, USN, then Chief of Naval Operations, spoke to the Western Regional Navy League conference at a banquet in San Francisco. He called Treasure Island "one of the most important facilities we have on the Pacific Coast. As far as the Navy is concerned, we have every desire to keep Treasure Island."

A number of positive measures grew out of this publicity. From the standpoint of community relations, it was significant in that it caused the local citizenry to reappraise the value of the Navy's presence versus the use of the island for various proposed civic enterprises.

The Chamber of Commerce soon concluded that the Navy's $39 million annual contribution to the local economy far outweighed any alternative use the city of San Francisco might make of the property.

There are approximately 30 different naval activities located on Treasure Island. Among them is the Naval Schools Command, which trains about 3500 high-caliber enlisted men and officers in various technical specialties to fill difficult assignments in the Fleet.

In addition to providing headquarters for many 12th Naval District functions, it is also the home of Commander Western Sea Frontier. This is the major operational and logistic supporting command on the West Coast for the Commander in Chief, Pacific.

The islanders are perhaps proudest of the fact that it was the headquarters for the Navy's famous and highly esteemed naval hero, Fleet Admiral Chester W. Nimitz. In July 1963 FADM and Mrs. Nimitz selected Quarters One on Yerba Buena Island as their permanent home. The residency terminated with his death on 20 February 1966.

Today Treasure Island is geared to a slower pace than during the frenzy of wartime conditions. However, the dynamic strength of the Navy is apparent as you tour the island. The workday military and civilian population is now about 9000.

In 1963 the Department of Defense directed that 14 activities within the 12th Naval District be relocated to Treasure Island for more efficient and economical operation. These moves are in the process of being accomplished.

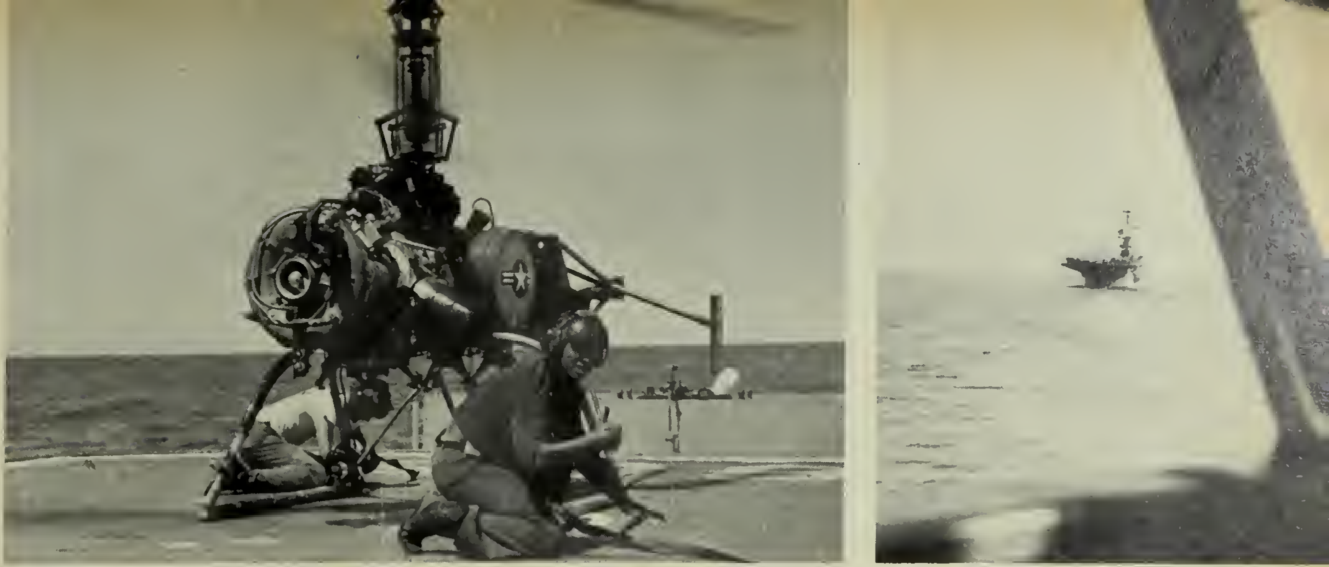
An extensive family housing program was also authorized in 1963 and is now in progress. A year ago the first increment of a 1500-family housing unit program was begun. Two hundred and forty units for the families of enlisted personnel are being built on Treasure Island and 60 units for the families of officers on Yerba Buena Island.

An elementary school will be built, along with increased recreational facilities. The additional activities being moved to the island will increase its population by nearly 600. The first increment of housing will add at least another thousand, bringing the island's total daytime population to over 10,000.

On its 25th anniversary, Treasure Island is an important part of the U. S. Navy.

—R. V. Whitfield, LCDR, USN(W).

BUILD UP—Dredges dig up bottom of San Francisco Bay to build an island.



DASHING—Drone Antisubmarine Helicopter is tied down after flight. *Rt:* Protector's-eye view of aircraft carrier.

SCREENING FORCE

A SEVENTH FLEET carrier operating in the South China Sea continuously launches her jets for military missions over North Vietnam. The ship is "mother hen" to her flock.

The flock, in return, protects her from air attack.

But the primary protection from a sea level or undersea enemy comes from a screening force of destroyers. One such destroyer is USS *Chevalier* (DD 805).

Chevalier is an ASW destroyer, particularly suited to escorting carriers; she carries out assignments as plane guard and ASW support ship. In addition to her duties as sub chaser and killer, the destroyer provides support fire for troops ashore.

Basic operations of the destroyer have been modified slightly to conform to the necessary functions of a ship operating off the Vietnam coast. Her radar and sonar operators are now constantly on the alert for groups of small fishing boats, from which an enemy PT boat can suddenly dart toward the carrier. It is not until the fast, heavily armed boats leave the security of the fishing fleet that the radar sees them as anything but small blips.

MOCK FISH are used for ASW exercises against friendly submarines.

By then, time is short. Since at least one of the ship's gun mounts is manned and ready at all times, firing can start in less than a minute. Within five, if the destroyer has that long to make a kill, the other guns are also training on the intruder.

Help is provided by the other destroyers and the carrier-based planes.

WHILE THE CONSTANT vigil against attack is being maintained, *Chevalier's* ASW training continues. Sometimes the destroyer is detached from screening duties to join U. S. submarines for battle maneuvers—search, contact, track, maneuver, attack and kill—and then the sub surfaces, ending another exercise.

When she goes back to the pack, *Chevalier* may take a turn as plane guard, steaming in the carrier's wake while the other destroyers screen.

The rescue squads man the bow, ready to bring aboard downed pilots.

Underway replenishments for fuel, stores, equipment and mail help to break up the monotony of long hours of steaming behind the carrier. Daily mail call is held almost immediately after the hovering carrier helicopter has lowered the bag.

Off-duty hours are spent watching movies, reading, writing letters and playing the inevitable card games.

Drills, exercises and special operations serve to relieve the tedium of the patrols, and they insure efficiency and preparedness for any battle emergency.

As Commander G. G. Ely Kirk, *Chevalier's* skipper, says, "We train constantly, so we can be ready. Changes in the war could make today's training exercise tomorrow's battle plan."

When the battle plan is put into effect, *Chevalier* will be ready.

GREYHOUND'S TEETH—Crates of ammunition are supplied via highline.

JOINT EFFORT—Basic Military Journalist class teams students from all services to put out newspaper as a project.

INFO on DINFOS

There is a concept in the military called "purple suit", and while it is a relatively new term, it is becoming better known every day.

The expression refers to any military operation that is joint in its administration and objective. At the Defense Information School (DINFOS), Fort Benjamin Harrison, Ind., that concept is already a large-scale working reality. Moreover, the Navy has a big role in it.

DINFOS is the training center for military information officers and enlisted and civilian information specialists for all five services, and the Defense Department. It also trains a limited number of military information personnel from other countries.

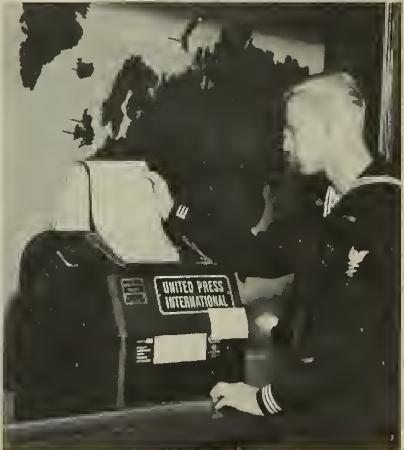
Graduates of DINFOS man Navy public affairs offices, Armed Forces Radio and Television (AFRT) stations, and they also produce ship and station newspapers around the world. Their aims are to communicate information within the military, and between the military and civilian publics; and to secure public recognition, acceptance and favorable support for the military mission and objectives.

Along with its predecessor schools, DINFOS celebrates this month the culmination of 21 years of military training schools that have graduated more than 25,000 information officers, journalists and specialists. More than 5000 of those were Navy.

DINFOS was founded at Fort Slocum, N. Y., in 1964 by the Secretary of Defense. The merging of the Army Information School there and the U. S. Navy School, Journalist, at Great Lakes, Ill., brought the school into being.

Before DINFOS, the Navy, Marine Corps and Coast Guard trained their public affairs personnel at the Navy school at Great Lakes. The Army had its own school at Fort Slocum. The Air Force sent its personnel to the Navy and Army schools.

HOT COPY—Wire services keep school up to date with latest news.



In the combined school, the Department of the Army functions as the executive agency, with an Army officer as the school's commandant. The office of assistant commandant alternates between the Navy and the Air Force.

Colonel John J. Christy, USA, holder of the Distinguished Service Cross, is commandant and his assistant is Navy Captain Richard M. McCool, Jr. CAPT McCool's service in World War II earned for him the Medal of Honor. Both officers have extensive experience not only in military operation but also in all levels of public offices.

The joint operation at DINFOS offers an over-all stronger curriculum than any of its predecessors. Its administrative and logistic support is also greater than ever.

The school combines ingredients of highly competent administrative and teaching staffs, practical instruction techniques and highly modern teaching facilities. The aim: To produce highly qualified information officers and journalists.

The DINFOS-trained Navy information officer and journalist receive an intensive curriculum involving all the communication arts and related fields: Journalism; speech; radio-television broadcasting; photo journalism; military information policy and plans; international relations and government; and community relations.

The school's academic organization is divided into five departments.

- *Applied Journalism,* through practical exercises, teaches all areas of news writing; military newspaper operations; and photo journalism, including still and motion picture photography.
- *Policy and Plans* introduces the directives guiding the release of military information; planning and implementing Navy public affairs programs and special projects; significance of Navy public affairs, and procedures toward solving public affairs problems; and public affairs operations and problems in Viet-Nam.
- *Research and Oral Communications* instructs through practical exercises in public speaking, military briefings, writing manuscripts and producing and using audio-visual aids to reinforce speeches.
- *Radio/Television* teaches the organization and operation of the Armed Forces Radio and Television (AFRT) stations; radio and TV script writing; planning and producing a radio-television program; operation of the most up-to-date black-and-white television cameras and electronic controls over the DINFOS closed-circuit network, WDIS; radio broadcasting; and video tape recording.
- *International Relations and Government* offers instruction in the nature of the United States government and its foreign policy; the history and philosophy of communism; the social, cultural, economic, geographical and political elements of foreign countries and how they may affect a military public affairs program; and current international and national problems.

DINFOS also has a guest lecturer program whereby eminent experts in military and civilian public affairs speak to its students. One of the first was the late James V. Forrestal, first Secretary of Defense. Heading the impressive list is the name of Dwight D. Eisenhower. Others include Arthur Sylvester, Assistant Secretary of Defense (Public Affairs) and television's John Daly, to name a few.

Navy quotas for DINFOS are controlled by the Bureau of Naval Personnel. Students are assigned in one of the following ways: (1) Directly from basic training, OCS or NROTC; (2) upon the recommendation of CHINFO before reporting to a public affairs assignment or between duty stations; or (3) upon the recommendation of a particular command.

PRODUCTION is part of training. Students at DINFOS learn to put on radio and TV programs over WDIS, the closed-circuit network, during basic course.

As for the courses offered, a Navyman may be enrolled in any of six, with an Information Officer Advanced Course planned for future presentation. Each course includes instruction in all DINFOS departments, with particular emphasis in certain areas.

- *Basic Military Journalist* (10 weeks). This course offers the enlisted student intensive, well-rounded training. The majority of instruction time (211 of 356 hours) is spent in Applied Journalism.

Navy applicants must: Be high school graduates; have an average GCT and CLER score of 110; type at least 20wpm; show proficiency in spelling and grammar; be motivated to write about and present a favorable impression of the service.

- *Advanced Information Specialist* (8 weeks). This course is designed for enlisted men E-5 or above. Its 286 hours of instruction strongly emphasize Radio-Television (82), Policy and Plans (72), and Applied Journalism (67).

Other prerequisites are: Graduates of either the Armed Forces Information Service (AFIS) Enlisted Course; USN School, Journalism, Class A;

IN THE BOOTH—TV master control room shows students and instructors at work recording newscast on videotape. Programs are played later for critique.

DISC JOCKEY—Wave Nancy Donaldson spins wax in school studios.

U. S. Army Information Service (USARIS) Information Specialist Course; DINFOS Basic Military Journalist Course; or Broadcast Specialist Course; or have equivalent military or civilian experience (an explanation must accompany orders); and at least 18 months of service upon completion of course.

- *Broadcast Specialist* (8 weeks). Here, enlisted students receive 298 hours of instruction, with 200 of them in Radio-Television.

Prerequisites are: Be a high school graduate; JO3 or above, JOSN if graduate of BMJ; others E-4 or above when assigned to broadcast duties, a good speaking voice free of impediments and dialects.

An important requirement and final determining factor for enrolling in this course is a tape-recorded audition by the prospective student. It is reviewed in advance by the staff and faculty of the Radio-Television Department to determine the applicant's voice quality and speaking ability. The tape should be six to seven minutes long.

The first two minutes must be an interview of the applicant preferably by an information officer. In the interview, the applicant should identify himself, his qualifications and experiences for the course and explain why he is applying. The next five minutes must present a newscast, including one or two spot announcements, by the applicant himself.

The newscast should involve current news items of the applicant's choosing. Prospective Navy students are urged to forward their auditions to the Director, Radio-TV Department, Defense Information School, Fort Benjamin Harrison, Ind., 60 to 90 days before the start of any scheduled Broadcast Specialist Course.

- *Information Officer, Basic* (8 weeks). This course offers commissioned officers, warrant officers and civil service employees (GS-9 grade or higher) 284 hours of instruction, with emphasis in Policy and Plans (81 hours), Applied Journalism (67 hours) and an equal portion of hours in the remaining areas.

Other prerequisites are: Bachelor's degree in journalism, public relations, English, communications or the social sciences, and/or a minimum of one year of military or civilian experience in information or public relations; typing speed of at least 20wpm; demonstrated ability to speak and write clearly and convincingly; evidence of personal interest in the field; and the personal qualities of a good service representative.

- *Public Affairs Seminar* (2 weeks). This course covers 75 hours of instruction, 40 of which are spent in Policy and Plans. This course also includes a field trip to the Pentagon, where the students are briefed by representatives of the Department of Defense and the Headquarters of the Army, Navy, Marine Corps and the Air Force on public affairs and information programs, policies and problems.

Prerequisites are: Commissioned officers, O-3 or above, assigned to a public affairs billet, and graduates of a 10B course; equivalent experience as an information officer or a full-time employee of the staff of a communications medium or a public relations staff; commissioned officers, O-4 or above, with no other requirements; or civil service employees GS-9 or above assigned to public affairs billets.

- *Broadcast Officer* (3 weeks). This course offers approximately 130 hours of instruction, with about 110 hours for officers who expect to be assigned to broadcasting outlets of Armed Forces Radio and Television or to Radio/TV-Audio Visual billets in information offices at major domestic or overseas commands, including such billets in the Pentagon.

Navy prerequisites: Commissioned officer in active service; must demonstrate an ability for command assignment; schooling or experience in Radio/TV broadcasting or management desirable.

The Navy has made many contributions to the curriculum at DINFOS. Three signal contributions are: The introduction of instruction in press photography; the increased emphasis in journalism; and the Quill and Scroll project where journalism classes are divided into militarily integrated staffs which produce an authentic ship or station newspaper from scratch. The latter project lasts from five to six days, and is conducted with minimum assistance from the instructor.

The Navy is also represented on the academic staff of DINFOS. Besides CAPT McCool, there are 21 other Navy officers and enlisted personnel at the school. Commander Henry B. Norton, Jr., is the Director of the Radio/Television Department. Lieutenant Commander Ralph L. Slawson is the senior instructor of the Applied Journalism Department. Lieutenant Commander Alice V. Bradford is a senior instructor in the Radio-Television Department.

DINFOS MANAGEMENT includes COL John Christy, USA, Commandant; CAPT Richard McCool, USN, Assist. Commandant; LCOL Shale Tulin, USAF, Director of Instruction; and MAJ William Alsop, Instructor in Policy and Plans Dept.

Lieutenant Joseph Lynch is an instructor in the Policy and Plans Department. Ensign Olive Cuthbertson is an instructor in the Research and Oral Communications Department. Photographer's Mate First Class Jay R. Berryman is the senior motion picture instructor in the photojournalism division. These and several other Navy instructors and staff personnel hold key positions in every area of DINFOS operations.

THE PRINCIPAL instructional tool at DINFOS is the practical exercise. Students perform in hypothetical situations: delivering speeches before their classmates; writing news stories against stiff deadlines; solving make-believe public affairs problems in class; writing back-to-back releases of one story for the newspaper, television and/or radio within a limited period.

"Students first find it difficult to adjust their thinking from newspaper to broadcast style," LCDR Bradford said. "But as they progress in the course, they receive joint assignments that help them to adjust to the various styles and to be able to transpose their writing on the spot.

"Through practical exercises we try to simulate as much as possible the live, pressure situations the student will eventually work in," she continued. "That way they make their mistakes here, understand their job better and make fewer errors in the field."

The purple suit organization at DINFOS may be seen in itself as an environmental practical exercise. Students of all five services, civilians and allied military personnel get the feel of working together and gain a better appreciation and deeper understanding of the part they all play in the military public affairs program.

"There are increasingly more joint staffs and operations in the Pentagon and military commands all over the free world," CAPT McCool said. "Many students leaving here go to work in operations of unified commands and must have the ability and willingness to do so successfully.

"DINFOS offers the type of environment and instruction that prepares military personnel for this experience, whether they work in public affairs or other areas," he continued. "I'm glad to be aboard. I think it's an outstanding operation."

—Story by Ensign L. J. Banks, USN
—Photos by P. Harden, U. S. Army

Teachers 1st Class, USN

Hundreds of Vietnamese are receiving a better education than otherwise might be possible, thanks to United States servicemen at Da Nang.

Navymen and men from other branches of the service teach English to Vietnamese students in classes which were begun two and a half years ago. When servicemen teachers became available, the classes increased in size from an original 20 to 1350 pupils.

There are 14 different levels in the school, ranging from grade school English to basic literature courses. The minimum age for admission to the school is supposed to be 16, but the regulation is bent at times when a prospective younger pupil seems unusually smart for his age.

The servicemen's students are varied—regular day time students, housewives and businessmen. They have one thing in common, however —a desire to learn more about the United States. Most of the students take their work seriously and several have been awarded American Field Service scholarships and a few are being considered for travel grants.

For the servicemen teachers there is teaching experience and a practical course in the Vietnamese language and culture. Most just enjoy helping other people when they can.

SEE YOU A-ROUND—Ceremony aboard destroyer *USS Lloyd Thomas* (DD 764) is reflected in the round in tuba.—Photo by M. C. Rankin, PH2.

King Neptune, Senior Chief Commissaryman Glen W. Ryel, talks with Vice Admiral John J. Hyland, Commander Seventh Fleet, and Captain David H. Bagley, flagship skipper, before crossing the Equator ceremonies aboard USS Oklahoma City *(CLG 5).*

Tested Under Combat

Here is the latest series of reports on various Navy activities which round out the headlines from Vietnam. ALL HANDS *continues its coverage of the background story coming directly from ships and units on the scene.*

Winning Combination

Forty-three enemy sampans and seven junks were sunk recently by Navy crews of armed *Seawolf* helicopters and River Patrol Boats (PBRs) during a three-hour running battle in the Mekong Delta.

The battle occurred when the PBRs sprang a trap on a major Viet Cong troop crossing attempt on the My Tho River, about 47 miles southwest of Saigon.

Two VC were killed; there were no American casualties and only light damage was inflicted on the Navy boats.

As the junks were attacked, one exploded in a huge secondary explosion, sending debris and water 300 feet into the air. Another craft also disappeared in a secondary explosion.

Three enemy junks and three sampans were captured and towed to My Tho. Shallow water prevented the PBRs from reaching the remaining enemy craft.

The American force consisted of eight patrol boats and two *Seawolf* helos. The PBRs are based at My Tho and the helicopters at Vinh Long.

NUC for *Krishna*

Time was running out.

Navy and Coast Guard patrol craft were sadly in need of repairs. If they didn't receive support soon their Market Time mission might suffer to the delight of Viet Cong infiltraters.

But timely support *did* arrive. The craft were repaired. The aggressor was repelled.

The hero in this instance wasn't a sleek, sea-churning dragon breathing fire to ward off the enemy. Quite the contrary.

She's USS *Krishna* (ARL 38), a pug-nosed, flat-bottomed ex-LST that probably would not make much of a showing in any warship beauty contest.

But to members of Coast Guard Squadron One, and to the crews of the eight Navy patrol craft that received her support, she's the queen of the Fleet.

What's more, *Krishna's* crew was awarded a Navy Unit Commendation for the untiring effort they displayed for nearly 300 days as they kept the boats in running order. Recommendation for the NUC came from the Coast Guard unit.

Before the landing craft repair ship arrived on the trouble scene, her crew made nine major structural alterations on *Krishna* to facilitate repairs of the patrol craft.

These alterations were made during a three-week in-port period and while the ship was en route to the Vietnam area.

BLOW UP—Smoke rises sky-high as Navy pilots from the aircraft carrier USS *Coral Sea* (CVA 43) score direct hits on the Cap Chao radar site area.

Newfangled Swamp Buggy

To the Viet Cong, it must look like a grounded UFO.

But to a native Floridian, the Navy's new Patrol Air Cushion Vehicle, being tested under combat conditions, is just an overgrown swamp buggy.

Ordinarily, a swamp buggy has either an aluminum or fiber glass hull. But the Air Cushion Craft (PACV) is designed with skirts made of woven nylon cord.

When these skirts are inflated, they raise the craft's hull about five feet which enables it to hover and move smoothly over crudely charted swamp areas.

Since the skirts are flexible, they resist rips and tears as the PACV moves through marshy ground at speeds up to 40 knots.

The craft, propelled by an aviation gas turbine engine harnessed to a variable pitch propeller, can operate for four continuous hours. Armament consists of one machine gun.

There are a number of these new hovering craft in Vietnam today. As part of their on-the-spot testing, they are used to stop VC supply movements along the country's rivers and coastline.

Vogelgesang Delivers

Twice within recent months, the destroyer USS *Vogelgesang* (DD 862) has extended her gunfire support mission off Vietnam to include delivery of supplies ashore.

Her first supply delivery consisted of eggs and canned hams to Navymen and villagers at a fortified township at the mouth of the Thu Bos River. This transfer was made by a Navy *Swift* boat.

On another occasion, while awaiting a gunfire support assignment near the village of Vi Hien, the destroyer offloaded various food supplies and Handclasp material onto a Vietnamese Junk Force boat. The

Conditions

Vietnamese sailors then distributed the supplies among the villagers on behalf of the American people.

This delivery consisted of canned meats, potatoes, soap, sewing articles and sundries.

Vogelgesang is a unit of Destroyer Squadron 32 and is homeported in Norfolk, Va.

New-type Foes for Viet Cong

During the Mekong Delta floods, the Viet Cong in Kien Tuong Province found a new enemy riding the crest of the flood waters.

Navy River Patrol Boats (PBRs) traveled across the flood-swollen canals and submerged rice paddies to sweep most of the vast, sparsely populated province in search of the enemy. Few Vietnamese and no other U. S. combat units had previously ventured into this area, according to the boat crews.

The PBRs' main mission was to search out the Viet Cong's abandoned campsites and bunkers. The Navy boats worked with the Vietnamese Civilian Irregular Defense Groups (CIDG) who are advised by U. S. Special Forces troops.

On six CIDG search-and-destroy operations the PBRs acted as a blocking force to prevent Viet Cong escapes.

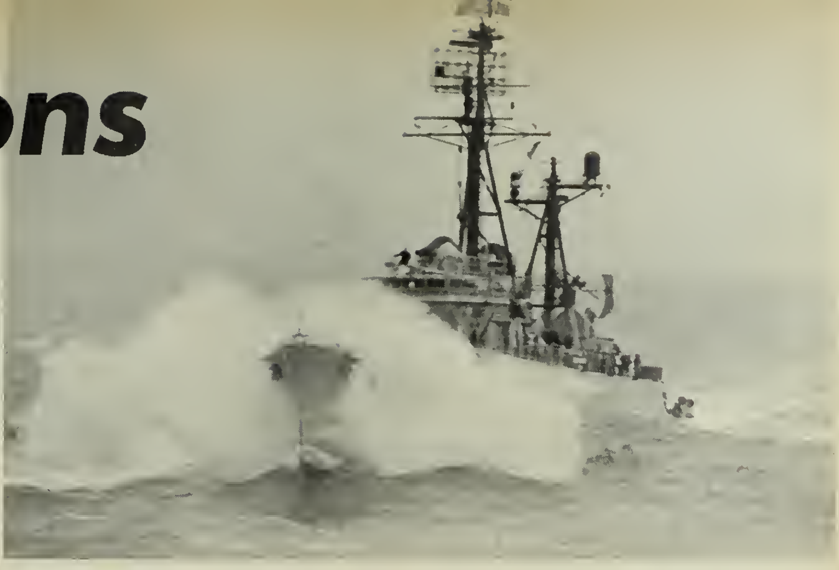
While on patrol on the eastern edge of the province, three Navy boats were engaged in the heaviest action of the operation.

On one occasion they were investigating two sampans crossing the Vam Co Tay River when 10 Viet Cong in a rice paddy opened fire on the boats. In the return fire from 50-caliber machine guns, two VC were killed. Others were believed wounded.

Shortly after the firefight began, a U. S. spotter aircraft arrived on the scene with a helicopter fire team following closely behind. The spotter detected a VC company in the area and immediately called for air strikes which were delivered by American fighters.

This action forced enemy sampans to move into the open along narrow streams leading to the river and the PBRs were quick to pick up the pursuit.

Together with CIDG troops in



ROUGH RIDERS—Destroyermen ride out rough weather in South China Sea.

READY TO GO—*Skyhawk* stands ready on cat aboard *USS Intrepid* (CVA 11) off coast of Vietnam. *Below:* PBR leaders receive briefing on day's operation.

BAD NEWS ASHORE—Guns of *USS Mullinix* (DD 944) and (rt.) *USS Chandler* (DD 717) give troops gunfire support.

small boats, the Navy craft intercepted the fleeing VC. Before the CIDGs searched the sampans, the Navy crews killed one of the enemy while wounding and capturing two others.

During the night four PBRs blocked the river to prevent any further Viet Cong attempts to escape.

Altogether six different VC campsites were searched by the patrol crews who destroyed 55 structures and six bunkers. Many of the structures were booby trapped and, when set afire, blew up in secondary explosions.

Nearly two tons of Viet Cong rice captured by the Navymen during their two-week sweep across the province was turned over to Vietnamese flood victims. Although flood relief was not their primary mission, the crews distributed over 1500 pounds of food, milk and soap to the outlying Vietnamese villages.

As the flood waters began to recede, the eight Operation Game Warden patrol boats returned to their bases at Vinh Long and My Tho on the Mekong River.

The success of their operation convinced the Navy Patrol Boat crews that they can use nearly any waterway to search out and engage the enemy.

And Bring Your Paint Brushes

The crew of uss *St Francis River* (LSMR 525) energetically loaded the ship's launch pads with rockets. After each volley was fired toward enemy positions, the Navymen repeated the loading.

This relentless routine continued for a week off the shore of Vietnam's II Corps battle area.

Finally, the enemy force scattered and became disorganized.

Finally, the rocket loading routine ended.

At last, there was a lull. The crew had a period of rest.

How did the *St Francis River*men occupy themselves during this interim?

They painted a schoolhouse.

This display of enthusiasm and goodwill was a reciprocal gesture on the part of the Navymen. For after the fighting ceased, they were invited ashore by the civic leaders of Song Cao, a Vietnamese village which earlier had been threatened by the Viet Cong. Their advance was checked by the Navy ship's rockets.

In the village, the ship's crew visited many of the villagers' homes, their markets and schools.

One school in particular, the crew noted, badly needed a coat of paint. So the Navymen rolled up their sleeves and went to work on their day of rest.

Five hours and 15 gallons of paint later, the Song Cao school was resplendent in a new coat of desert sand-colored paint and bright green trim.

As a result, many handshakes, bows, and appreciation speeches (in French, Vietnamese and English) were exchanged before the Navymen left the village to return to their ship.

Before sunset that day the ship received word that the enemy had been seen staging his forces just a few miles south of the friendly village.

As soon as it was dark, *St Francis River* moved out of the village harbor and silently steamed to within 1000 yards of the enemy's position.

Once again the crew resumed loading the ship's launching pads with rockets.

Once again the rockets were sent streaking in a devastating barrage toward the Viet Cong.

*St Francis River*men's day of rest was over.

Anywhere, Any Time, Anything

Anywhere . . . Anytime. That's the motto of Norfolk's Destroyer Squadron 32.

But after serving off the coast of Vietnam for nearly six months, perhaps "Anything" should be added to their motto.

True, destroyers have traditionally displayed their versatility in the Fleet. But in the waters of Tonkin Gulf and the South China Sea, the squadron greyhounds feel they added a few new dimensions to what destroyers can do.

Since the topography of South Vietnam consists mainly of steep mountains or thick tropical jungles, movement and placement of heavy artillery presents a problem. So destroyers along the coastline serve effectively as mobile field artillery.

Taking advantage of this mobility, the destroyer uss *Mullinix* (DD 944) provided gunfire support during the successful allied operation IRVING. She cruised freely up and down the coastal fringes of the battle area; her five-inch guns blasting enemy concentrations several miles inland.

In the operation, 681 enemy troops were killed and allied forces captured 690 others. The joint Vietnamese, Korean and American operation ended late in October.

As flagship of the squadron *Mullinix* was not limited to operating on the high seas. On occasion she steamed up the Saigon River where, with her five-inch guns she hit enemy emplacements and targets within 30 miles of the capital's city limits.

The destroyer also used her secondary battery of three-inch guns to clear main shipping channels in support of U. S. and Vietnamese troops.

The communists have often

learned the hard way to respect the squadron's firepower.

For instance, a large enemy force made the mistake of trying to take a friendly outpost which was within gun range of the destroyer *Stormes* (DD 780).

Directed by an airborne spotter, *Stormes'* gunners quickly lobbed 100 five-inch rounds on the aggressors, 225 of whom were reported killed.

Riding shotgun for truck convoys was another job assigned to DesRon 32. Route One, the main north-south highway in South Vietnam, runs along the coast. There are times when supply convoys on this route are in fear of being ambushed. As a countermeasure, destroyers cruise close to shore and parallel the route.

The squadron claims that not one truck convoy or outpost along the route was overrun while under the protection of its destroyers' guns.

The ships also performed a variety of other jobs. One night the destroyer *Conway* (DD 507) doubled as an emergency hospital ship.

She received an urgent message to supply medical aid to a wounded officer of a *Swift* boat that had been fired on by the Viet Cong.

Upon arriving at the scene, the destroyer's corpsman treated the casualty after which *Conway* called for a medevac helicopter that transferred the officer to a shore hospital.

Another unusual task for one of the squadron's destroyers involved the landing party from *Mullinix.*

They were helo-lifted to the small village of Mo Duc where, together with other U. S. troops, they provided the villagers protection from terrorist intervention during the Vietnamese national elections last fall.

The six-man team received and returned small arms fire during the night. One team member assisted in the capture of a Viet Cong terrorist.

Later, another team from *Mullinix* was sent ashore to the village of Can Gio, south of Saigon. However, instead of just machine guns and bullets, this team carried bandages and medicines into the hamlet.

While the ship's medical team treated nearly 75 patients, the landing party team kept a watchful eye on the surrounding terrain. Can Gio is located on the tip of a narrow peninsula and only a thin enemy mine field and barbed wire separate it from a known VC concentration site.

DesRon 32 also looks after its own. It maintained an open door policy for all Navy and Coast Guard patrol boats off Vietnam.

ON A TIN ROOF—MCB One works on quarters for Marines at Da Nang.

Seagoing Hiltons

In fact, the destroyers claim they became known to the crews of these smaller boats as the Hiltons of the South China Sea. Since the boats don't have bathing facilities, their crews would board the destroyers for hot showers and meals, breakfast being the best drawing card.

Another destroyer delight offered the small boat crews was ice cream. Ice cream, it seems, is a delicacy among the boat crews who spend a good many hours under the hot tropic sun.

Ships of DesRon 32 that rotated to Yankee Station in the Tonkin Gulf had a different but an equally important function as did those along the coastline.

They usually were assigned to screen aircraft carriers conducting daily strikes over North Vietnam. This screening included anti-PT boat, antiaircraft and ASW protection.

At least one destroyer of the squadron steamed behind each carrier as a plane guard. Another task for which the destroyers were responsible was keeping track of all traffic over, under and on Tonkin Gulf.

Most of their duty in the Gulf was compounded by long hours and hard work. During such tours, the crewmen developed many imaginative ways to keep themselves occupied when not on watch.

Aboard *Vogelgesang*, for instance, a sort of tether-volley ball game was played. The game equipment consisted of a net rigged on the fantail and a tether ball with a string attached. The string made the ball a little awkward to serve, but without it the ball would have, on one occasion, gone over the side 40 times in a five-minute period (by official count).

Snake watching was another created sport. There is an unusually large number of sea snakes in Tonkin Gulf, and on *Conway* snake watching became a favorite CPO pastime.

THE PLOTTERS—U. S. Marine spotters come aboard *USS Chandler* to discuss the day's gunfire mission with Gunner's Mate Third Class R. C. Lyon, USN.

After meals, usually, one of the chiefs would make his way to the ship's bow, stand his watch, and then report his snake sightings to the CPO mess membership.

Not to be outdone, the off-duty signalmen on *Conway* developed a flying fish watch.

An officer in *Vogelgesang*, however, did more than just report the number of snakes he sighted. He used the slithering sea serpents for carbine target practice. According to the ship, the marksman never kept a record of hits, but his score was considered high.

Of all these various subjects DesRon 32 crewmen had to discuss toward the end of their deployment, the one subject which undoubtedly took precedence was how they planned to spend Christmas 1966.

The squadron was scheduled to return to Norfolk in mid-December.

Connie Meets Martha

An internationally famous gal named *Connie* temporarily postponed her Vietnam performance recently to allow an equally famous gal named Martha to demonstrate her act.

This spotlight switch took place on the aircraft carrier USS *Constellation* (CVA 64) (called *"Connie"* by her crew) when stage, screen and TV star Martha Raye performed during a special show for the ship's 3500-man crew.

Miss Raye was accompanied by guitarist Mike Bryan and drummer-bongoist Louis Garay, all of whom were flown to *Constellation* from Saigon.

The entertainment not only provided *Connie* (and her crew) a pleasant break from her daily performance of launching air strikes against North Vietnam, but it coincided with her fifth anniversary.

The crew had doubts of doing any celebrating because of their busy schedule until they received word of Miss Raye's anticipated arrival.

Within three hours, *Connie's* men set up a stage in the carrier's hangar bay, shuffled aircraft, and shifted bombs to make room for proper seating arrangements.

After the main show in the hangar bay, Miss Raye entertained *Connie's* hospital ward patients before she returned to the Vietnam mainland.

Rescue Teamwork

If Lieutenant Commander Thomas Tucker of Light Photographic Squadron 63 is still praising the men who plucked him from the clutches of the Viet Cong last August, he does so justifiably.

His rescue was perhaps one of the more dramatic displays of heroic teamwork among naval aviators in Vietnam today.

The commander's near brush with death happened over North Vietnam's principal seaport, Haiphong Harbor, target site of a photo reconnaissance mission—LCDR Tucker's mission.

As he flew his F8 *Crusader* jet toward the coastline, the enemy sighted the plane's approach and began firing shore batteries set deep back on the harbor shore. One of the shells ripped into the jet and the commander was forced to eject.

After his parachute opened, the pilot began drifting within range of a nest of six North Vietnamese motorized junks. By then, they had started firing at him.

It was at this point that the rescue teamwork developed.

Overhead, observing his fellow aviator's plight, was the downed pilot's wingman LCDR Foster Teague. He maneuvered his *Crusader* between the descending pilot and the VC junks to draw the enemy's fire. But the North Vietnamese pressed their aim toward the blossomed chute. LCDR Teague then opened fire on the junks.

As a result, one junk was damaged and its crew took to the water while the other five craft retreated from the scene. The *Crusader* pilot switched to the land targets and continued to strafe the enemy shore batteries as LCDR Tucker splashed into the water.

The downed pilot landed just 200 yards from the communist coast. Within seconds he inflated his life raft, climbed into it and began paddling seaward.

Meanwhile, a helicopter from Antisubmarine Squadron Six, based on the carrier USS *Kearsarge* (CVS 33), arrived on the scene in answer to a Mayday signal dispatched earlier.

At the helo's controls was Commander R. S. Vermilya who hovered his craft over LCDR Tucker in a hail of enemy gunfire from shore. CDR Vermilya kept his helicopter stable through the attack and the downed aviator was hoisted to safety.

For their part in LCDR Tucker's rescue, the pilot and crewmen of the helicopter have been recommended for decorations.

Speed Isn't Everything

Shot down: One MIG.

Probable loss: One MIG.

Words to that effect were part of a sortie report submitted recently by four Navy carrier pilots.

In essence, there's nothing here that would appear out of the ordinary. American pilots are proving their worth daily over Vietnam.

But the interesting fact is that the jet-powered MIGs were out-maneuvered by propeller-driven *Skyraiders*, normally considered the un-

EVER SHARP—Constant watch is kept aboard *USS Eugene A. Greene* (DD 711) as she stands guard by a carrier during operations in Tonkin Gulf.

derdog in a supersonic air clash.

The four pilots are from Attack Squadron 176 which, last fall, was aboard the aircraft carrier USS *Intrepid* (CVS 11) off the coast of Vietnam.

The aviators were part of a two-unit support combat flight escorting a rescue helicopter after a downed U. S. pilot in North Vietnam.

As one unit of the flight approached the rescue scene, it was engaged by a flight of four MIG aircraft. The two *Skyraiders* broke away to draw the enemy into clouds covering a mountain range. Soon one of the pilots, Lieutenant (jg) James W. Wiley, found himself in a dogfight with three of the MIGs.

Although its speed is slower than that of the enemy jet, the *Skyraider* maneuvers more quickly. So with this advantage, coupled with LTJG Wiley's determination to remain airborne, he managed to get into an attacking position to fire a barrage of 20mm cannon at one of the MIGs.

A number of rounds smashed into the enemy aircraft and the Navy pilot reported seeing metal fragments break away from his target. Then a vapor began trailing from one wing of the MIG.

As the damaged MIG left the scene, the second unit of the U. S. support flight arrived only to have the remaining MIGs swoop down on the *Skyraider* foursome.

Lieutenant (jg) W. Thomas Patton, another of the Navy pilots, used the same maneuver as his fellow airman Wiley and rolled his plane into a dive to put an enemy jet in his sights. The dive gained additional airspeed for the *Skyraider* pilot and enabled him to close the gap between the MIG and himself. After that, it was just a matter of pulling the trigger.

LTJG Patton observed direct hits on the MIG and also saw metal particles break away from the rear of the fuselage. He pursued the MIG through cloud cover in time to see the enemy pilot immediately after he had ejected into the air. His parachute was beginning to deploy and the MIG's cockpit seat was falling away from him.

Later reconnaissance of the ground area below the dogfight scene showed a parachute believed to be that of the downed MIG pilot.

After the end of the engagement the Navy pilots rejoined and escorted the rescue helicopter back.

FRIENDS APLENTY—Destroyermen C. E. Hallings, SN, and R. R. Hall, BM3, are surrounded as they visit a Vietnamese village to help hold sick call.

Scholarship Program

Vietnamese children today and in the future stand a better chance of receiving an education, thanks to the efforts of Navy Chaplain Willard W. Bartlett.

Chaplain Bartlett has developed a scholarship program directed by the Vietnamese Education Scholarship Board. The chaplain is also responsible for founding this education board which is made up solely of Vietnamese citizens from the Da Nang area's four major religions. Its members include ministers as well as educators.

Funds for the scholarships are received from U. S. donors serving in Vietnam and from the donors' families.

Students are considered eligible for the scholarships on the basis of their scholastic merit and financial need. Those students selected, however, must agree to spend some time teaching children who do not have schools available to them.

Chaplain Bartlett has been interested in education for the Vietnamese since his arrival in that country in December 1965.

Practice Develops Perfection

Lieutenant (jg) Fred Litvin, aboard the attack carrier USS *Coral Sea* (CVA 43), undoubtedly agrees that practice develops perfection—especially as applied to pilot ejection from powerless aircraft.

Within 67 days, the naval aviator twice ejected over the Pacific, first off Hawaii last summer, and more recently off the coast of Vietnam.

LTJG Litvin's first practice session resulted when his aircraft flamed out because of an electrical and fuel system malfunction during an operational readiness training flight near the 50th state. A *Coral Sea* angel helo made the rescue.

The Light Photographic Squadron 63 pilot's second practice session occurred after his RF8G *Crusader* jet received a hit from enemy ground fire as he was finishing a photo reconnaissance run over North Vietnam.

The damage in this instance caused the plane's oil pressure gauge reading to drop to zero. Fuel streamed from the fuselage and the jet's engine began to shudder from lack of lubrication. Then it caught fire.

LTJG Litvin headed his crippled plane toward the sea and the nearest Navy ship, reached for the *Crusader's* ejection curtain and pulled.

According to his wingman, the photo pilot made a textbook exit, and within 10 minutes was drinking coffee aboard a rescue ship where LTJG Litvin assured all hands that practice makes perfect.

How to Win a Silver Star

Three hundred yards from his jungle position, Hospital Corpsman Third Class Thomas A. Mullen saw a troop-carrying tractor hit a Viet Cong mine and burst into flames.

He raced to the scene to render aid to the wounded.

Suddenly, the air became filled with fragments from exploding ammunition within the tractor, but, despite this danger to his own life,

LOOK OUT BELOW—A Navy *Huey* searches enemy-controlled territory looking for junks and sampans moving VC men and supplies on Co Chien River.

Mullen continued treating the fallen troops.

Then the corpsman noticed a man who had become trapped inside the fiery vehicle. Mullen literally swam through waist-deep mud to reach the carrier, dove into the flames and pulled the man free. Then, with his bare hands, the corpsman smothered the flames from the victim's burning clothing.

While still treating the badly burned individual, Mullen used his own body to shield his wounded charge when more ammunition in the vehicle exploded.

This display of raw courage and utter disregard for personal safety won for Corpsman Mullen his nation's third highest combat decoration for gallantry—the Silver Star Medal.

Small Craft Operation

A typical small craft operation in Vietnam might read something like this:

A Navy *Swift* boat, spotting a cluster of 13 sampans, closes to investigate them and receives enemy small arms and automatic weapons fire from the beach.

Other Navy and Coast Guard units of the Market Time patrol join the *Swift* and pound the beach with 81mm mortar and heavy three-inch rounds.

Engagements like this occur almost daily for the Market Time and Game Warden patrols.

Along the coast, for instance, the Market Time units have, in a week's time, inspected 3122 vessels and boarded and searched 2634. Of this number, six junks were detained along with 137 persons for further investigation.

Game Warden units on the inland waterways inspected 3589 vessels within one week, boarded and searched 3310 of them and held three junks and 109 persons under investigation.

It's For Real

A Navy minesweeping boat (MSB) was mined and sunk early in November by an enemy mine in the Long Tau River. Site of the sinking in the main ship channel to Saigon is about 11 miles southeast of the capital.

RIVER PATROL boat uses flooded canals to track down Viet Cong troops forced from hiding by flood.

According to a report, casualties were described as heavy.

A companion MSB attempted an immediate rescue, but received intense Viet Cong small arms fire from the river bank.

This action brought Navy river patrol boats (PBRs), *Huey* helicopters and various Vietnamese Navy craft to the scene where the enemy force was subdued.

The wounded crewmen of the mined MSB were transferred to the Navy base at Nha Be by PBRs. Shortly afterwards, Navy salvage units began operations for salvage of the sunken craft.

At the time of the mining incident, it was the 15th VC attack against MSBs. These ships are units of Mine Squadron 11, Detachment Alfa, based at Nha Be. The squadron arrived in Vietnam last spring from their home base, Long Beach.

The 57-foot wooden boats, which carry a crew of six, are part of the Navy's Operation Game Warden force.

Progress in Son Thuy

Two Navy doctors, a dentist and six corpsmen are waging a professional battle in the village of Son Thuy, South Vietnam.

Their enemy is disease and ignorance.

Their weapons are medicine, knowledge and understanding.

This specific battle is one of many Medical Civil Affairs Program missions carried out daily by U. S. medical forces in Vietnam. The purpose is to teach the Vietnamese the principles of sanitation and disease prevention as well as to cure those individuals who are ill.

Doctors give shots, the dentist fills teeth and corpsmen treat cuts and bruises. All of these professionals explain to the people the necessity for cleanliness in their daily lives.

Although their fight against ignorance is a slow and difficult one, the medical men feel they have made progress since they first visited Son Thuy last spring. They also feel their efforts are contributing to the defeat of the Viet Cong.

As one corpsman put it, "They are seeing the difference between what the Viet Cong *say* they will do and what the Americans *really* do."

Hurricane hunters fly over storm during hurricane tracking.

Rough Riders in the Sky

THE NAVY'S HURRICANE HUNTERS have a rough but rewarding assignment—helping to provide advanced storm warnings to the residents of the southeastern and Gulf states.

Flying over the Atlantic and Caribbean in the specially equipped Navy *Super Constellation* aircraft, they meet storms at 500 to 1000 feet above the water to gather data on wind force, direction and general composition of weather cells.

As they fly through hazardous weather into the hurricane's eye, they encounter winds of up to 150 miles per hour.

After gathering low level data, the plane, remaining in the eye, climbs over 10,000 feet where cloud formations are observed visually and by radar.

At strategic points from this altitude the hurricane hunters eject dropsondes that fall by parachute and relay atmospheric pressures, temperatures and humidity information back to the plane by Morse code.

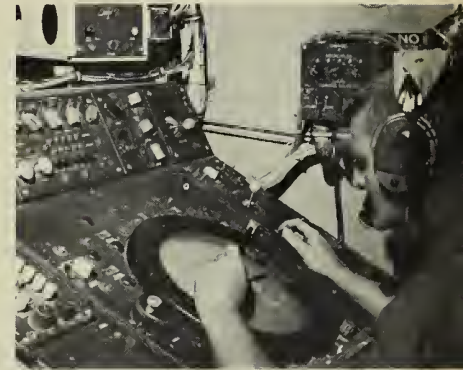
After six or more hours at high altitudes the plane descends close to the sea once again to determine if surface conditions have intensified.

The patrol continues until the storm has blown itself out and is no longer a threat to life and property.

All information gathered by the roughriding crew is immediately forwarded to the Navy Fleet Weather Facility, Jacksonville, Fla., where it is evaluated and teletyped to the National Weather Center in Miami, Fla., for inclusion in the latest hurricane advisory.

These 15-hour reconnaissance missions are routine for the highly trained officers and men of the Navy's Airborne Early Warning Squadron Four (WV 4) during the hurricane season.

Navigator keeps log of position.



Crewmember plots storm on radarscope.

Radioman receives weather data at Jacksonville.

Crewman records storm through radarscope.

Pressure is watched while penetrating storm.

APCs for Naval Aviators

New Navy aircraft such as the F-111B and A-7A will go to the Fleet with a new device called APC (for Approach Power Compensator). The APC accurately controls airspeed during landing—a job heretofore done by pilots. With the compensator, naval aviators can now concentrate on acquiring a glide slope to touchdown and arresting wire engagement.

The APC is getting operational experience under the toughest possible operating conditions—the Gulf of Tonkin and the South China Sea off Viet Nam. Here, Navy and Marine Corps pilots not only suffer from fatigue after their missions are completed but must also cope with deteriorating weather, rough seas and poor visibility.

Under such circumstances, the APC has significantly reduced the landing accident rate aboard carriers during the critical last seconds before touchdown.

In addition to all new planes, the device is being installed on existing Navy first-line carrier-based jets. Installation has already been completed in F-8 *Crusader* and RA-5C *Vigilante* aircraft.

NEW STAR—Seaman Paul W. Daggett highlighted squadron training program at Roosevelt Roads, P. R., by reenlisting for six years in STAR.

The Federal Aviation Agency and commercial airlines are considering using the APC as part of proposed all-weather landing systems.

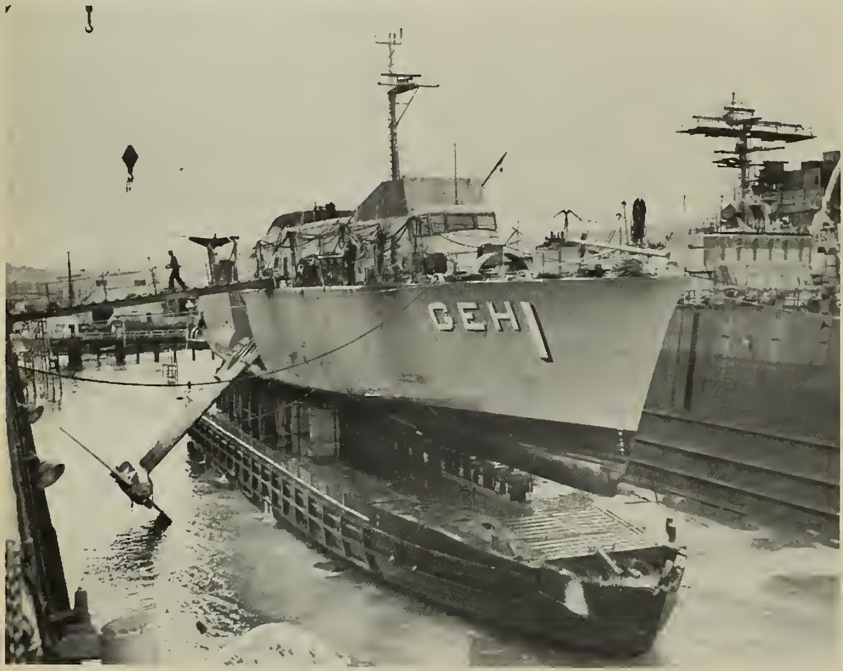
Ten for Ten for *Brooke*

Ten advancements out of 10 tries would be a good record for men in a critical, wide-open rating. For boatswain's mates, it's outstanding.

Since USS *Brooke* (DEG 1) was commissioned in March 1966, the boatswain's mates of her first division have been 10 for 10 in shooting for crows. That's good shooting, even for a guided missile ship.

The 10 were: Duane J. Schinn, advanced to BMC; Robert T. Alexander, BM1; William P. Swistok, BM2; Richard R. Dubuc, BM3; Terry D. Ming, BM3; Jerry A. H. Buessow, BM3; David A. Tarrence, BM3; Bobby G. Brown, BM3; Thomas J. Thomasel, BM3; and James A. Elliott, BM3.

CAUGHT WITH HER FOIL DOWN—Foils are installed on *Plainview* as ship nears completion. Finished foilborne vessel will be capable of 40 knots.



Lantflex 66

An Atlantic Fleet exercise, *Lantflex 66*, involving 94 ships, 19 air squadrons and 5000 Marines, was held recently in the mid-Atlantic and Caribbean. Vice Admiral Bernard A. Clarey, Second Fleet commander, directed the exercise from his flagship, the heavy cruiser USS *Newport News* (CA 148).

The exercise was scheduled to test and sharpen the operating effectiveness of Fleet forces. Operations included carrier striking force, mine and antisubmarine warfare, surveillance, sea blockade, and antisea infiltration.

The Navy's newest attack carrier, USS *America* (CVA 66), two antisubmarine warfare carriers, and 25 destroyers were among the many ships taking part in the exercise.

During the landing phase of *Lantflex 66*, new amphibious assault techniques were tested by the Atlantic Fleet Marine Force. The Marines deployed via helicopter and landing craft, supported by jet aircraft of the Second Marine Air Wing.

Camp Haskins

One could spend an hour groping for words to explain what leadership is. Often, a cogent example will describe it better.

Builder Second Class Donald D. Haskins, USN, lost his life when Viet Cong guerrillas launched a mortar attack on his Seabee unit, camped about three miles south of Da Nang.

Petty Officer Haskins was a squad leader with Mobile Construction

Battalion Nine. There was a sudden mortar attack. He was directing his squad to take cover when he was hit by enemy fire.

In a recent ceremony, Haskins was described as displaying the ultimate trait of leadership, in that his last thoughts were for the safety of his men.

The ceremony was to dedicate Camp Haskins, new headquarters of the 30th Naval Construction Regiment, northeast of Da Nang.

VERTREP AT WORK—*Sea Knight* helicopter hovers over flight deck of *USS Mars* (AFS 1) during underway vertical replenishment of *USS Kearsarge.*

Pemberton House Launched

Ground was broken in Philadelphia recently for the reconstruction, in Carpenters' Court, of the once famed Pemberton House. Between 1774 and 1800, the Carpenters' Hall served as the Pentagon of the young United States. Pemberton House occupied a corner of Carpenters' Court from 1775 until 1812, when it was destroyed.

When construction is completed, the authentically reproduced Pemberton House will serve as a museum for Army and Navy historical displays.

More than 12 years of research on historical building in the vicinity of Independence Hall have helped planners make an accurate reconstruction and give the museum an authentic atmosphere.

Panoramic and dioramic displays and exhibits will dramatize the birth of the Navy, its role in the War for Independence and the growth of the Navy during the latter part of the 18th century.

The daring exploits of John Barry, Nicholas Biddle and John Paul Jones will also be dramatically portrayed, as well as the Barbary Wars and the War of 1812.

Carpenters' Court, in which the museum is being built, is a small section of the Independence National Historical Park at Philadelphia. When the museum is completed, it will be maintained by the National Park Service.

Floating *Sanctuary*

Formal ceremonies ordinarily mean little to a fighting man in a combat zone. A recent recommissioning ceremony in New Orleans, La., however, may be different.

The hospital ship *USS Sanctuary* (AH 17) was brought back to active duty, and she will soon be joining *USS Repose* (AH 16) off the coast of Vietnam in providing fast, efficient treatment of wounded men.

Before recommissioning *Sanctuary* underwent extensive modernization and refurbishment.

The floating hospital now has 750 patient bunks, three major operating rooms, five minor operating rooms, a frozen blood bank, and X-ray and dental facilities.

She has two commanding officers and two separate crews—one of each for the ship and the naval hospital.

The ship's medical crew includes 24 doctors, 29 nurses, three dentists, seven Medical Service Corps officers, two Red Cross representatives, and 258 enlisted hospital staff personnel.

Seventeen officers and 358 enlisted men make up the ship's crew.

SYMBOL of communications at NavComSta San Miguel, Philippines, a Moro drum changes hands, along with change of command as CAPT Deibler (r) *relieves CAPT Romanick.*

Sanctuary was originally commissioned 20 Jun 1945, and first sailed from Norfolk, Va., on 31 Jul 1945. She arrived at the Panama Canal on 5 August, and was heading for Pearl Harbor when news of the Japanese surrender came. While this meant the end of fighting for combatant ships, it was only the beginning of duty for *Sanctuary.* During her 14 months' active service, she traveled 90,000 miles, and carried 1800 liberated allied prisoners, 877 patients, and 967 passengers.

Sanctuary was decommissioned and assigned to the reserve fleet on 15 Aug 1946.

Junk at Coronado

Sailors at the Naval Amphibious School may have been mildly surprised to see a 41-foot junk at Coronado, Calif. Nevertheless, it was there for a good reason.

Each day, *Swift* boat crews patrolling Vietnamese coastal waters investigate several thousand junks. The new addition to the Coronado scene will enable U. S. Navymen to perfect their board and search techniques before they arrive in Vietnam for duty aboard a *Swift* in Operation Market Time.

The junk is the first of three to be sent to the United States for training purposes. It was a gift of the Vietnamese Navy and had once been used for coastal patrols with the Junk Force.

The junk was refurbished in Vietnam, then loaded aboard USS *Tortuga* (LSD 26) for the trip to Coronado.

GOOD LUCK—Navy parachutists Jim Thomann and John Cadwallader shake hands before going up to set Antarctic free fall record with jumps of 9700 ft.

Record Polar Jump

Navymen Jim Thomann and John Cadwallader have broken the free fall parachute record in Antarctica. The two jumped from 9700 feet while performing routine training jumps near McMurdo Station.

The men are members of the Air Development Squadron Six parachute rescue team. Jim Thomann is a second class aviation electrician's mate. John Cadwallader is a second class air crew survival equipmentman.

On the record jump, the men were carried aloft by a LH-34D *Seahorse* helicopter. They dropped through the cold air above the Ross Ice Shelf for 48 seconds before opening their chutes at 2500 feet. Both landed on target.

Jim Thomann enlisted in the Navy in 1960 and began parachuting the following year. In 1963 he became a member of the Chuting Stars. His highest jump to date is 19,600 feet, including free fall, and was performed in Milton, Fla. The record jump at McMurdo was his 497th.

Thomann is a licensed jumpmaster in the Navy, has made three deployments to Antarctica and has 12 jumps over the ice.

John Cadwallader has been jumping since 1962. He has made two deployments to the ice and has accumulated 14 jumps over Antarctica. He is also a licensed jumpmaster.

John's highest free fall jump was 18,000 feet over Maine in 1964. The Antarctica jump was his 139th, most of which have been performed while a member of the para-rescue team.

Both men used the small paracommander parachute for the record performance. They prefer the 25-foot red, white and blue parachute because it provides a slower rate of descent to the ground.

Connie's *Flying Squad*

There's a flying squad aboard the aircraft carrier USS *Constellation* (CVA 64) which never leaves the deck.

The squad may have trouble becoming airborne, but it flies through the ship in no time at all.

It's a modern-day, streamlined, fire department.

It consists of 14 well trained men experienced in damage control procedures who serve as the crew's vanguard in controlling fires.

The unit was founded, claims *Constellation*, upon the theory that over 85 per cent of shipboard fires can be extinguished by a few select men rather than the entire crew, if discovered soon enough.

For instance, when the alarm is sounded, be it day or night, wherever they may be, the squad races to meet the call. This alarm also signals the rest of the crew to clear the passageways and to stand ready if needed.

Meanwhile, the squad has just four minutes in which to arrive on the scene and notify Damage Control Central of the fire's extent, and whether or not assistance is necessary. If no report is received within this time limit, the ship's crew is automatically called to fire quarters.

Before the inception of the flying squad, all hands on the carrier were called to quarters when the alarm was sounded. Everyone leaped from their bunks or hastily deserted their mess trays or scampered from the evening movie to their emergency stations.

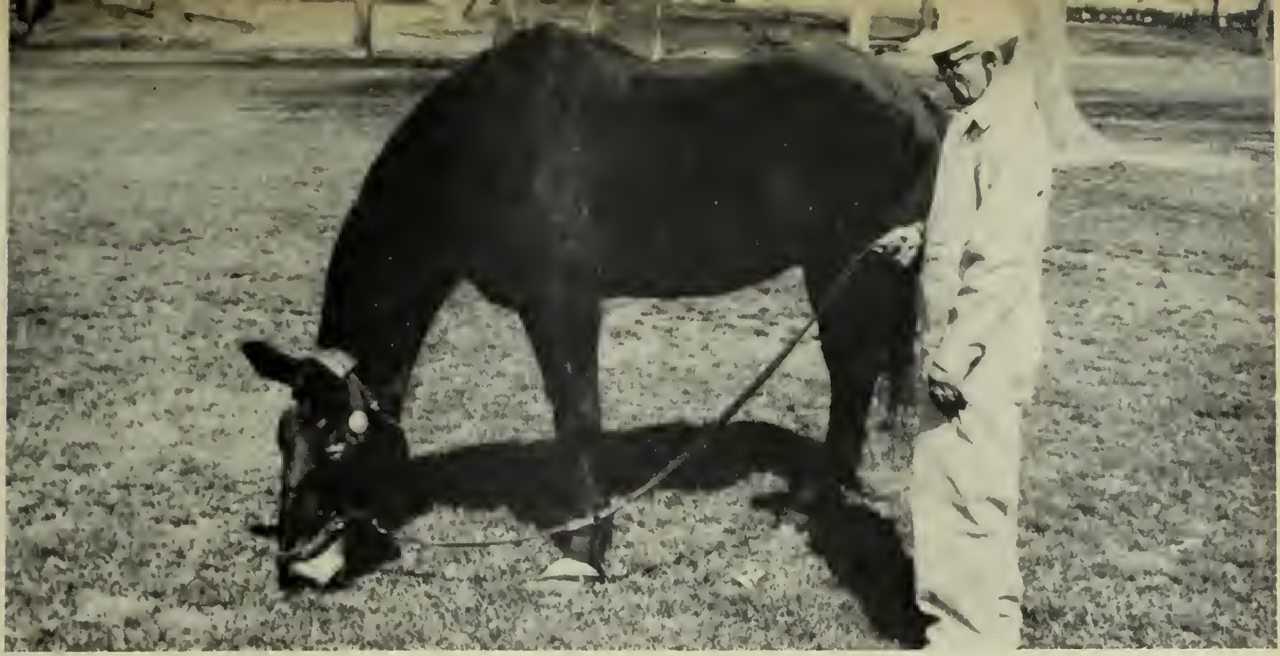
This, as any carrier sailor can attest, generally results in human traffic jams, despite controlled routes of travel. Also, important manhours are lost, especially when the entire crew is mustered to extinguish a smoldering cigarette in a trash can.

Now, however, *Connie's* crew simply opens avenues throughout the ship and watches the flying squad fly.

When not on call, the men of the squad go about their regular duties. Some are pipefitters. Some are electricians. Others are shipfitters, welders and damage controlmen. One man is a gunner's mate.

But, as a team—as the flying squad—they save *Constellation's* crew valuable manhours. This was important to the carrier while she was busily launching recent air strikes over Vietnam.

—Jack Reeves, SA.



HOME AND HAPPY—Dexter, No. 3656, Naval Horse, USN (Ret), has a snack at the Naval Home in Philadelphia.

Now We're a One-Horse Navy

THERE ARE SOME PROBLEMS in this world that just can't be handled by a quick sweep of the Cost Reduction hatchet. A horse named Dexter is one of them.

Actually, Dexter never really was much of a problem for anybody. Dexter is, or was, the only horse in the Navy. He began his long and distinguished career in the Army, when he joined the Field Artillery in 1934. He served there until 1945, when he was transferred to the Naval Home in Philadelphia.

At the Home, he earned his keep by pulling a trash cart around the grounds, and acting as mascot, pet, and all-around morale-builder for the residents of the Home.

Dexter had an official keeper, believed to be the only Civil Service employee with the classification of "stable-keeper and driver." Everything was just fine. Then came cost reduction.

First, his keeper was retired with no replacement. Then, it was decided that Dexter should also retire. After all, he had served his full tour, and all hands felt he probably would enjoy being released from active cart-pulling duty.

A nice home was found for Dexter, in nearby Exton, Pa., and a small ceremony was arranged for his retirement. Word got out about Dexter, though, and the small ceremony grew into a major news event. Several newspaper reporters, and the radio and television people were on hand when Dexter was piped over the side.

Dexter retired with full military honors, side boys, band music, the whole bit. He left Philadelphia for Exton, where he was supposed to spend his last years in peaceful green pastures.

Dexter didn't see it that way. Dexter's old friends at the Naval Home would visit him on weekends, and each time they returned, their reports of his progress got more alarming. He wouldn't eat. He wouldn't associate with the other horses. His head began to droop.

Dexter was miserable.

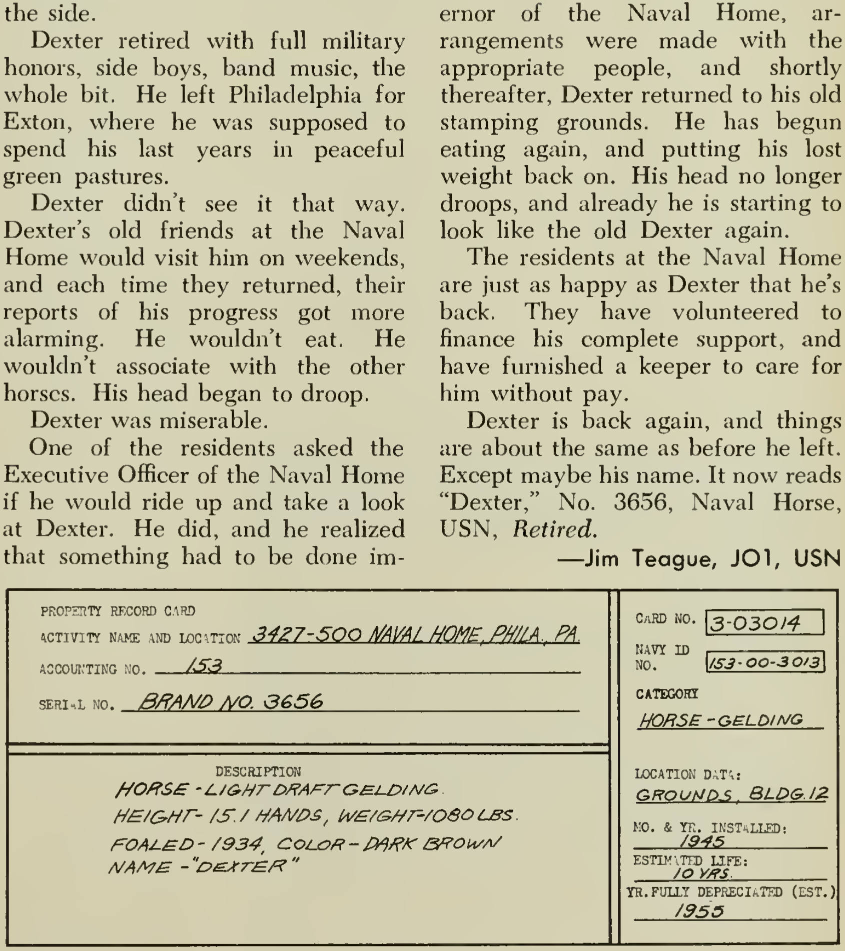
One of the residents asked the Executive Officer of the Naval Home if he would ride up and take a look at Dexter. He did, and he realized that something had to be done immediately or Dexter would be dead of a broken heart before year's end.

After a conference with the Governor of the Naval Home, arrangements were made with the appropriate people, and shortly thereafter, Dexter returned to his old stamping grounds. He has begun eating again, and putting his lost weight back on. His head no longer droops, and already he is starting to look like the old Dexter again.

The residents at the Naval Home are just as happy as Dexter that he's back. They have volunteered to finance his complete support, and have furnished a keeper to care for him without pay.

Dexter is back again, and things are about the same as before he left. Except maybe his name. It now reads "Dexter," No. 3656, Naval Horse, USN, *Retired.*

—Jim Teague, JO1, USN



PROPERTY RECORD CARD
ACTIVITY NAME AND LOCATION 3427-500 NAVAL HOME, PHILA., PA.
ACCOUNTING NO. 153
SERIAL NO. BRAND NO. 3656

DESCRIPTION
HORSE - LIGHT DRAFT GELDING
HEIGHT - 15.1 HANDS, WEIGHT - 1080 LBS.
FOALED - 1934, COLOR - DARK BROWN
NAME - "DEXTER"

CARD NO. 3-03014
NAVY ID NO. 153-00-3013
CATEGORY
HORSE - GELDING
LOCATION DATA:
GROUNDS, BLDG. 12
MO. & YR. INSTALLED:
1945
ESTIMATED LIFE:
10 YRS.
YR. FULLY DEPRECIATED (EST.)
1955

Brief news items about other branches of the armed services.

THAT 10-STORY ELEVATOR ride astronauts take up to their space capsule sitting atop a booster rocket could some day be as impractical as an outside fire escape on a skyscraper.

The possibility of eliminating such elevators in the future may be attributed to the research the U. S. Air Force is conducting today in the field of underground rocket launches at Edwards Air Force Base, Calif.

Although the concept of underground tubular rocket launching is not new, recent tests of a special motorized solid rocket vehicle have shown that the vehicle can eject itself from some 80 feet beneath the earth's surface.

From within this tube, the test rocket ejected itself using a low pressure gas flow from its own motor. As the volume of gas expanded in the bottom of the tube, it easily drove the vehicle upward on a series of teflon-coated shoes or bore riders attached to the rocket's sides.

Once the rocket was forced up through the opening in the tube, the vehicle's first stage propulsion system automatically developed full thrust and began its flight into the atmosphere.

Designers of the self-eject rocket consider this launch technique to be revolutionary in that the system's simplicity, efficiency and low cost offer a significant increase in performance, payload and range.

UNIDENTIFIED FLYING OBJECTS are to be the subject of an extensive investigation by the University of Colorado. The research will be conducted under the provisions of an Air Force contract and will include, to a lesser degree, other colleges and universities.

U. of C. will analyze phenomena associated with UFO sightings and make recommendations concerning the Air Force's methods of investigating and evaluating UFO reports—a program which has been in existence since 1948 under the name Operation Blue Book.

All Project Blue Book files, along with any other UFO information in the possession of the Air Force, will be made available to the research team. In addition, all USAF installations within the U. S. will assist, if requested. The university, however, will conduct the investigation independently of and without the direction of the military.

The decision to enter into the contract was based on a recommendation of the USAF Scientific Advisory Board, which has recently completed a review of Project Blue Book. While complimenting the Air Force on the organization of the project, the board recommended the program be expanded to include investigation of selected sightings by independent scientists.

The Air Force has had the responsibility for investigating UFO reports since 1948. The university contract does not alter the Blue Book responsibility, and the Air Force will continue to receive, investigate and evaluate UFO reports.

INTO THE BLUE—Air Force C-130 *Hercules* climbs skyward from runway at Bam Bleh, Vietnam. Troops in foreground, from 1st Air Cavalry Division, await evacuation.

★ ★ ★

A NEW HELICOPTER radar system with its antenna imbedded in the rotor blades is expected to increase the ability of helo pilots to fly in fog or at night. The system has recently passed its first flight tests.

The radar is one result of the Joint Army-Navy Instrumentation Research (JANAIR) program, which has been under way for several years. The organization seeks to improve and simplify cockpit instrumentation display systems in both fixed-wing aircraft and helos.

The location of antenna arrays in helos has long been a problem for researchers; helicopters just don't lend themselves to such installations. JANAIR solved the problem by mounting 15-foot antennas in the rotor blades of the UH-1B test helicopter. The turning of the blades provides the fast scan rate necessary for radar mapping.

As electronic equipment goes, the new radar is not complex. No computer is required, nor are servo mechanisms. Such simplicity increases the system's reliability and offers the ruggedness so necessary in a combat environment.

The flight tests demonstrated a high degree of contrast between objects and differing terrain—so high a contrast, in fact, the radar maps were almost pictorial. Large or extended objects, such as airport runways and highways, were unmistakable. The test pilot could readily identify clusters of trees, buildings and oil tanks.

★ ★ ★

AN ELECTRICALLY PROPELLED TRUCK which draws its power from a fuel cell is undergoing tests by the Army at Fort Belvoir, Va. The truck is one step in a program to develop electric drive systems for use as power sources in vehicles, in mobile weapons and in communications and surveillance systems.

A practical fuel cell and electric motor combination would have many advantages over combustion engines. Fuel cells are compact and lightweight, thus reducing the size of the vehicle and decreasing the power requirement.

Fuel cells and electric motors are quiet, a characteristic which could be used to good advantage in combat operations. In addition, the development of practical fuel cells would make the elimination of com-

OCEAN STATION program of Coast Guard includes cutters such as *Campbell* (WPG 32), which radio weather data to U.S. stations. Cutter also performs rescue missions.

plex mechanical power train components possible.

A fuel cell would probably be more economical as well. The three-quarter ton test vehicle at Fort Belvoir is normally driven by a 94hp engine. For the tests, power is supplied by a hydrazine-air fuel cell capable of producing 40 kilowatts.

The Army hopes to develop a cell which will operate with more plentiful hydrocarbon fuel. Such cells might raise mileage economy to 100 or 150 miles per gallon.

★ ★ ★

A DEVICE HAS BEEN DEVELOPED which uses laser beams and crystals to serve as the "memory" for experimental electronic systems that may one day pilot aircraft and satellites. It is a creation of the Air Force, and is presently under development at Bolling AFB in Washington, D. C.

Technically the device is referred to as an optical maze runner, a description based on its method of operation. A microscopic laser beam, directed at the crystal, finds its way through the interior in much the same manner as a person finds his way through hallways and out of a building.

So that the laser will invariably locate the proper exit, 40,000 bits of information are stored in the crystal.

The storage crystal is made of potassium bromide impregnated with hydrogen, and is divided into four equal sections. Coded on one section is the maze which offers four directional choices: left, right, up and down. The laser scans these choices when searching for correct information (the way out of the building).

Two other sections of the crystal record successful paths; the fourth is a history of all points which have been encountered.

★ ★ ★

A LITTER LIFTING DEVICE which will enable a helicopter to haul a wounded man out of the jungle without landing is being tested by the Army.

The lightweight (12 pounds) device was developed by the Army Medical Research and Development Command, in response to an urgent request from South Vietnam.

At present the method for evacuating wounded by helicopter is limited to open areas, where the helo can land and the wounded can be carried to it. With the new device patients may be evacuated through jungle openings 20 to 25 feet in circumference.

The device uses nylon webbing, which encloses the litter and patient, and screens him from further injury while he's being hoisted to the aircraft.

When folded, the device is approximately 18 inches by 18 inches by six inches, and can be dropped from the aircraft to the corpsman, who opens it and in less than three minutes can prepare a wounded man for hoist to the hovering helicopter.

★ ★ ★

TWO SATELLITES were scheduled to be launched in November to test direct communications between space vehicles out of each other's line of sight.

The satellites, a transmitter and a receiver, were placed in orbit in the lower atmosphere at an altitude of about 150 nautical miles. After the orbit was established, the transmitter received an additional boost to separate it from the receiver. Eventually, the line-of-sight between the transmitter and receiver was blocked by the earth, thereby beginning the significant aspect of this communications experiment.

The principle used in the experiment is that employed in whispering galleries sometimes found in old buildings—probably the best known example is in the dome of St. Paul's Cathedral in London where a whisper can be heard anywhere in the gallery.

Radio waves emanating from the transmitter are expected to follow guided paths in the earth's ionosphere to the receiving satellite. The receiver will then send data to earth tracking stations to confirm receipt of the transmitted signals.

This procedure may offer improvements over present methods which require a relay link on earth before communication can be established between two satellites out of each other's sight.

The whispering gallery experiment is being investigated by the Air Force Avionics Laboratory of Wright-Patterson AFB. Potential applications of the phenomenon include voice communication between manned spacecraft in low altitude orbits and global satellite communication systems.

LOADING UP—*Chinook* helicopters load troops for flight to reserve area during recent search and destroy mission.

Rating Control: The Personal Approach to Duty Assignments

If your rating is not currently among those distributed by the new rating control system, it may soon be.

Early in 1965 the Secretary of the Navy's Retention Task Force recommended an expansion of rating control to include all Navy occupations. The outlook is bright for complete implementation sometime in calendar year 1967, possibly before July.

The expansion will be the most significant alteration of the enlisted distribution system since Seavey-Shorvey was introduced back in 1957. And, as when Seavey-Shorvey was established, the change will be distinctly beneficial to the enlisted man as well as highly advantageous to the Navy.

What is rating control? Essentially it is precision distribution by a "desk" system. Complete and separate organizations are provided for groups of two to six related ratings, and manned in part by senior petty officers taken from the rating group. Each small staff is concerned with all aspects of the ratings represented, including training, rotation patterns, and distribution. As a result, the rating control desks are able to monitor the individual needs of each rating.

Rating control will bring to manpower management a degree of personal attention never before achieved. In addition to providing for specialized distribution, the new organization allows more manhours for each enlisted personnel action than has previously been possible, whether it be a training request, duty extension, or other desire of the man or command.

A Most Successful Experiment

The first, tentative step toward a Navy-wide rating control system was taken in 1963. In the beginning, the possibilities of the new concept could not be foreseen, and rating control was planned to apply only to the highly technical ratings.

The service ratings GMM and FTM were chosen for the semi-experimental program. Both were fairly typical of the groups which were causing management headaches.

Problems in the GMM and FTM fields had been developing for several years. Back in 1956 the first guided missile ship was commissioned. The distributors had a hectic time locating enough gunner's mates and fire controlmen with the necessary skills to man the new weapons, but they did manage.

But the troubles were only beginning. By the end of the 1950s there were five guided missile ships and the personnel situation had improved but little.

The rub was only partly the limited number of available GMMs and FTMs—the location and identification of men who were specifically trained to perform specialized duties was also a problem.

A rapid growth of missile technology and the consequent need for specialists had prompted the classification experts to divide the GM and FT ratings into service ratings and, further, into a large number of specialties identified by Naval Enlisted Classification (NEC) codes.

So many added pigeonholes strained the distribution system and confused the personnelmen who, while expert on personnel management, had little knowledge of the technical eccentricities of the GMM and FTM subratings. To most personnelmen (to almost anyone who is not an electronics expert), a GMM job code is simply a number, and the technical description is not always helpful because enough detail can't be given. Overworked distributors found the extra classifications too much to cope with. The quality of distribution began to slip.

Something had to be done. That something was rating control.

The new system relied heavily on a combination of technically trained distributors and a "desk" method which made special handling possible. The missile technicians of the GM and FT ratings were removed from the standard distribution roster and turned over to the experts on the GMM-FTM desk.

If there was ever any doubt of the project's value, it was quickly dispelled. To a large extent the manpower problems of the two service ratings quickly disappeared and the quality of distribution was found to be well above 95 per cent—which is to say more than 95 out of each 100 men distributed were placed in billets which suited them precisely.

BuPers is not an organization to overlook a good thing. Within a

Here are the Plans for the Future

When rating control is expanded to conform with the Task Force recommendation, tentative plans call for the desks to be grouped into four sections.

Rating control group Alpha will have two desks. One will control all men in the submarine and nuclear fields, the other all those in the Seabee ratings.

Group Bravo will be responsible for aviation ratings. There will be four desks: one for AX, AT, AQ, AF and TD; one for AD, AM, PR, and AZ; another for AB, AO, AS, PH and PT; and the fourth for AC and AG.

Rating group Charley will be the largest of the four, with six desks: YN, PN, LI, PC and JO; DK, SK, AK, CS, SD and SH; SM, QM, BM, HM and DT; MM, EN, BT, BR, and MR; EM, IM, OM and IC; and ST, DC, PM, ML and DM.

Group Delta will have five desks: FT and GM; ST, TM and MN; ET and DS; RD and MA; and RM and CYN.

When the expansion is complete, All Hands will publish the address and telephone numbers of each desk. From time to time, as appropriate, amplifying information from each desk will also be printed.

relatively short time other critical ratings were added to the system, each group with its own expert staff of trained detailers. By late 1965 there were eight rating control desks. The categories were: FT and GM; ST; ET and DS; RD; RM; AX, AT and PT; AE, AQ and PH; MA and TD.

The Wholesalers

INSOFAR AS PROCEDURES are concerned, the rating control system has much in common with the old organization. The primary mission still is distribution (wholesaling, as it's called by the distributors). Distribution consists of making men in pay grades E-7 and below available to EPDOLANT, EPDOPAC and EPDOCONUS for further assignment.

In addition, the appropriate rating control desks are responsible for detailing senior and master chief petty officers. Detailing, unlike distribution, consists of assigning men directly to specific billets.

Senior and master chiefs come to the attention of rating control whenever they are reassigned. The names of other enlisted men cross the rating control desk when the men are transferred from sea to shore or shore to sea and when they are transferred from one EPDO's area to another.

The bulk of rating control distribution involves men on either Seavey or Shorvey. Other responsibilities include intra-Fleet swaps, requests for duty with a brother (if the request entails transfer from one EPDO to another), transfers which involve STAR, SCORE or other reenlistment incentives, requests for humanitarian shore duty, tour extensions, and assignments either to or from Vietnam.

The FIB (Friend In the Bureau)

BECAUSE ENLISTED DISTRIBUTION is handled by the Bureau of Naval Personnel, the men chosen as rating control petty officers are in an excellent position to serve as Washington, D. C. representatives on behalf of their ratings. They are encouraged to capitalize on the situation. They do.

The rating control desks maintain almost constant communication with the various sections of the Bureau of Naval Personnel, the offices of CNO, and the hardware commands, including those responsible for training, classification, retention, special programs, and new equipment. As technical experts and members of the rating, they are able to discuss candidly those special problems involving their ratings which may be resolved while they are still small.

Such an infusion of technical personal knowledge has proven invaluable. Each time a new rating is added to the system, adjustments to special programs and policies are made. Some of these changes solve problems which were too specialized to be dealt with before the skill was included in rating control.

Aside from distribution by technical specialists, the factor most responsible for the success of the new system is its increased staff. The chiefs and other senior petty officers assigned to the rating control sections have the time to consider carefully all aspects of requests from individuals. The distributors are less harassed and consequently more helpful.

IN 1965 THE RATING CONTROL distributors took an unprecedented step: They actively encouraged communications from men in the Fleet and published their telephone numbers in ALL HANDS for Navy-wide distribution.

Under the old system, limited manpower precluded such action.

Of the several methods used by rating control to communicate with the Fleet Navyman, the most important is the rotation data card—an old standby which has been given new emphasis by rating control.

Navymen who are due to be transferred ashore or back to sea are given the opportunity to complete a rotation data card. The information on this card is sent, via the appropriate PAMI, to the rating control desk in BuPers.

Thus, when it is your turn to be transferred the rating control petty officer will have a good deal of information concerning your qualifications and your desires. He will have, for instance, your four duty choices in the order of their desirability. He will know your length of obligated service. He will be aware of your special qualifications. He will be cognizant of any unusual situations which might affect your transfer—the ETA of an expected addition to your family, a child in a special school or your views in regard to areas in which you do *not* wish to serve.

DISTRIBUTORS have made use of such information for years, of course. But under rating control the petty officer in the Bureau has more

NOW HERE'S THIS

A Dozen Years in Deep Freeze

The U. S. Navy has played an important role in research and exploration in the Antarctic continent since the first Operation Deep Freeze in 1955. During that time, it has supported expeditions there by furnishing transportation and communications. Navymen have built and maintained Antarctic bases, flown reconnaissance missions, explored previously unknown seacoasts and mountain ranges and photographed much of the continent from the air.

It is through Navy logistic support that approximately 250 civilian scientists from the nation's universities, research institutions and government agencies are able to carry out their research projects in Antarctica.

In the spirit of cooperation and friendship embodied in the Antarctic Treaty of 1959, the Navy shares its logistics information and techniques with Argentina, Australia, Belgium, Chile, France, Japan, New Zealand, Norway, South Africa, the Soviet Union and the United Kingdom.

Whenever the need has arisen, the Navy has gone to the aid of foreign expeditions which, in turn, have also furnished aid to the U. S.

time to devote to your assignment. The standard distribution system allows a ratio of one distributor for each 30,000 men in the Navy. Rating control operates with one distributor for each 5000 men.

As a result, your FIB has sufficient time to ponder your situation before he attempts to place you. In all likelihood he will look at your service record (duplicate records are kept in BuPers) before making a determination.

A second means of communication is via mail, both unofficial and official. Correspondence concerning changes to your rotation data and requests which may affect your rotation must come, as before, through channels. In many instances, however, the Navyman may benefit by communicating directly with his rating control petty officer.

Such unofficial inquiries or suggestions, when they are pertinent, are encouraged by the Rating Control organization. Letters are answered promptly and the petty officers responsible go to great effort to make certain each one is factual, complete, practical and clear.

Change In Procedures Guide College Selection Boards

During the past year the Service Colleges Selection Board has used new procedures to select officers of the unrestricted line and the Supply Corps for both junior and senior service colleges.

Under the new system, a complete year group of officers is screened once for junior service college attendance immediately before their 10th year of service (12th year, in the case of Supply Corps officers). The names of the selected officers are then placed on a list and they are ordered to college as their availability permits some time during the period through their 16th year of service.

The procedures for selecting officers to attend senior colleges is much the same. These officers, however, are screened twice—before their 16th and again before their 21st year of service.

Under the earlier system, quotas were set annually for the year groups in the eligibility span. The officers who were selected and available were ordered to school the following year.

The remaining officers in each year group were reconsidered annually for either junior or senior colleges until they were phased out of the eligibility span.

Under the new system, qualified officers will have a better opportunity to attend a service college.

Because of the relatively small number of officers involved, the earlier selection system is still in use for the restricted line and staff corps.

Policy Set on Rotation Of Enlisted Personnel In FBM Submarine Force

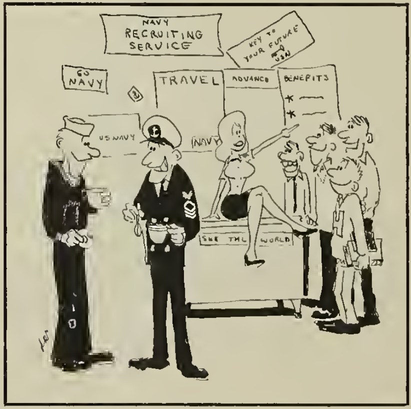
Navymen who report to ballistic missile submarines are now being assigned tour completion dates in accordance with a recent change to the *Enlisted Transfer Manual* (NavPers 15909A).

Submariners in the FBM force will serve a specified tour based on force requirements and will, consequently, be excluded from normal Seavey procedures. This change will provide a 36-month rotation of SSBN crews.

A tour completion date will be assigned to each man when he reports to duty. The TCD, assigned by the commanding officer, will be entered in the enlisted service record and reported in the enlisted personnel diary.

The rotation of new construction crews will begin, in increments of approximately one-sixth of the crew, immediately following the first patrol. As a result, the tour completion dates for such crews will vary from the 36-month norm.

Jeremiah H. Paoli, IC2, USN



"Have you noticed how much faster we've been filling our quota since Seaman Jones was assigned to us?"

Changes in the TCD may be made to make up for unanticipated losses due to illness, disqualification, humanitarian considerations, adjustment to maintain pay grade allowance (this is necessary to prevent excess numbers of senior ratings in SSBNs) and similar situations. Such changes, however, must have the approval of the force commander and the Chief of Naval Personnel.

TCDs may also be changed either to accommodate men who wish to extend their tours on board or as a reenlistment incentive.

The change also describes the procedures followed when an SSBN goes into overhaul. The overhaul crew is comprised of selected Navymen from both the blue and gold crews, and the remaining members are reassigned following their rehabilitation period after the last patrol.

Upon selection of the overhaul crew, the commanding officer assigns a new TCD to each man which (consistent with separation dates) provides a stable crew during the period of the overhaul and for one patrol thereafter.

The second crew is then reformed in increments preceding completion of overhaul in much the same manner that new construction crews are formed.

For additional information see BuPers Notice 1306 of 17 Nov 1966.

Extensions Still Stand Even Though You Change Your Mind at Later Date

Planning to sign an agreement to extend your enlistment to attend a Navy school?

If so, it might be wise to include in your plans exactly what happens to Navy school dropouts.

Such a suggestion may sound far-fetched as, of course, you do not intend to become a dropout. Nevertheless, such a contingency should be considered.

It might be well to remember that it is not possible to change your mind in mid-course and ask to be disenrolled from the school and then expect to have your extension canceled because you didn't graduate.

You will still be expected to fulfill your extension obligation.

This ruling is part of BuPers

Notice 1133 of 10 Oct 1966 which governs the active duty obligation requirements for persons disenrolled from specialized courses of instruction.

These courses include:

- Class A, B, C, P, Functional, Factory and Class B equivalent training.
- Special programs which require enrollees to obligate themselves for at least six years' service to attend such courses as Nuclear Power Training, *Polaris* Training, Surface Missile Systems Program (for FT and GMM rates), Selective Electronic Training (for ET, DS and CTM rates), and Sonar Technician Training.
- Navy Enlisted Scientific Education Program (NESEP).

Anyone disenrolled from any of these courses for which he has either extended his enlistment or previously agreed to extend his enlistment to attend the course will be required to serve all or a portion of his agreement. This depends upon the circumstances of the disenrollment.

There are many reasons why an individual might be subject to disenrollment. However, all of these reasons can be listed under two categories, either "through no fault of the individual" or "through no fault of the Navy."

To determine under which category a particular disenrollee falls, each school convenes an academic board made up of school directors and instructors who make the decision.

To protect the best interest of the individual and that of the naval service, different active obligated service requirements for each category are established.

Here are some of the reasons for which an individual may be disenrolled and the active duty obligation, if any, that he may be required to fulfill:

- If an individual is enrolled in a course but drops out solely for "academic reasons," his initial agreement may be canceled by the commanding officer or officer in charge of the school, who then draws up a new agreement. This new agreement will obligate the individual to serve three months' active duty for each month of instruction he received at the school. Any portion of one month counts as a whole month.

For instance, if a man agrees to extend for two years to attend a school but only completes five and a half months of instruction, his initial extension would be canceled and a new one signed by him which obligates him to 16 months of active duty.

"Academic reasons," as the term is used here, is construed to mean that the enrollee, even though highly motivated, hard-working, and sincere in his effort, shows evidence that further instruction would not result in his completing the course or otherwise qualify him as a usable, skilled trainee in the field.

- If an individual is enrolled in a course but drops out for lack of effort or poor motivation, he is required to fulfill his agreement contract as it was initially written.

This ruling also applies to those individuals disenrolled for disciplinary reasons except that disciplinary cases may also be processed for Administrative Discharge as outlined in Part C, Chapter 10 of *BuPers Manual*, if the infraction so warrants.

- If an individual has already agreed to extend his enlistment to attend a Navy school, but through no fault of his own receives none of the benefits which may have been part of the agreement, he may have his agreement canceled.

This cancelation is authorized pro-

WHAT'S IN A NAME

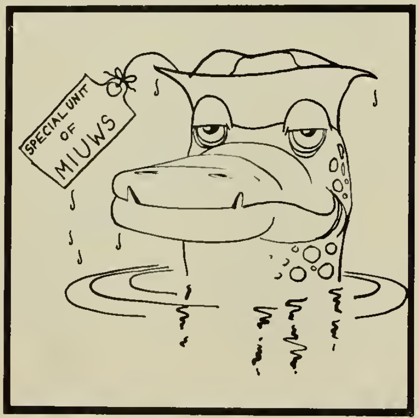
Mobile Harbor Defense Has MIUWS Units

A new term, MIUWS, short for Mobile Inshore Undersea Warfare Surveillance, has been added to the military dictionary. MIUWS is another of the new military concepts developed to cope with the kind of military action the U. S. Forces are confronted with in the Vietnam war.

MIUWS units came into being in 1963 with the ever pressing need for maximum mobility of defense forces utmost in mind. These units are designed to give the Fleet the flexible capability to defend warships and logistic shipping against waterborne threats in inshore waters.

Unlike the harbor defense units used in World War II which were fixed installations with fixed forces assigned to base or port commanders, the MIUWS are mobile self-sustaining fleet forces which come under a tactical commander.

The older fixed defense units served their purpose when the threat of attack in their location was possible. However, the tide of battle soon passed the ports and headed inland or to other coastal areas. This left the harbor defense unit to guard secured areas and made it necessary for new forces to be installed.



A MIUWS commander has the ability to divert, augment, reduce or withdraw operational harbor defense forces to best serve the month to month requirements in defending any harbor where ships require protection.

MIUWS units were put to their first real test in May of 1965 when a mobile team from the U. S. Seventh Fleet went ashore at Da Nang, South Vietnam to provide protection for shipping in support of U. S. Marines ashore.

This came about after the disabling of LST 550 by a mine explosion in Da Nang in March 1965 which served to dramatize the ever present threat of sneak attack and sabotage to supply shipping in South Vietnam.

The MIUWS unit which landed at Da Nang had its own organic mobile equipment such as van-mounted radar, visual and radio communications, underwater sonar devices as well as tent shelters, food, fuel and generators to make it self-sufficient for several weeks. With the assignment of armed patrol boats it was ready for business within hours.

MIUWS units are now operating out of several ports and anchorage areas in South Vietnam.

However, the harbor defense system in South Vietnam is not limited entirely to temporary forces. To protect the more important and still vulnerable ports, the Navy has established semipermanent harbor defense forces.

Like the MIUWS units which they replace, the semipermanent forces are also fleet controlled. Dubbed SEA SHARP units, (SEASIA Semipermanent HARbor Protection) units, they are also organized with built in flexibility, do not become fixed installations and can be moved with relative ease.

With the introduction of the MIUWS units in Vietnam, the Fleet has the ability to carry flexible and mobile harbor protection force with it as it moves.

—Roland E. Holcomb, JO2, USN

vided the individual has not yet reported to the school for instruction. However, it is not authorized if, when the prospective student arrives at the school, he refuses the instruction. In this case, he would be obligated to fulfill his agreement contract just as though he were a school dropout.

- If a student is disenrolled because of physical disability or if he is already serving his extension at the time of his disenrollment, BuPers will examine such cases and determine his active duty obligation.

All other instances, aside from those mentioned above, will also be referred to BuPers for deliberation.

You Won't Have to Wait for Approval of Extension of TLA While Living Overseas

Extended payments of Temporary Lodging Allowance (TLA) for servicemen overseas by designated overseas commands has been approved by the Chief of Naval Personnel.

The normal period of entitlement to TLA (paid to a serviceman when he first reports to an overseas duty station) is not more than 60 days. Previously, any extension of the 60-day period had to be approved, on an individual basis, by the Per Diem, Travel, and Transportation Allowance Committee, based in Washington, D. C.

A recent ruling by the Committee provides for extensions to be made by the various military services. Accordingly, designated overseas commanders may now extend TLA payments beyond the 60-day maximum, in increments of 15 days or less, for any of the following reasons:

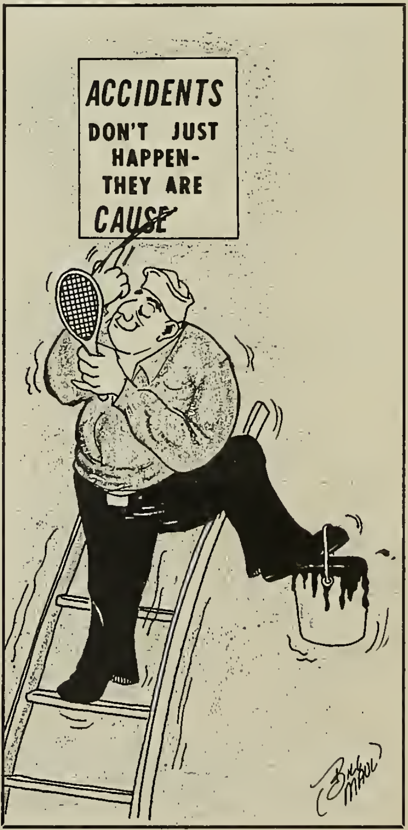
- Household goods have not arrived.
- Assignment to government quarters is held up by the needs of the service.
- Available or anticipated housing is made uninhabitable or unavailable by fire, flood, earthquake, civil unrest, etc.
- Housing is taken off the market by the landlord.
- No housing which is considered suitable by the housing officer is available.

The new ruling also applies to TLA extensions when the serviceman is transferred from his overseas duty station.

At this time, he normally receives TLA for a period of not more than 10 days before departure. Now, this period may be extended, in 10-day increments, when he must move out of his residence early, for reasons such as:

- Compliance with local requirements concerning leave, travel time, and schedules of packing and shipping agencies.
- The expiration or termination of his lease after he has received orders.
- Withdrawal of housing from the market by the landlord.
- Fire, flood, earthquake or civil unrest, which make continued occupancy of his residence inadvisable.
- When he is required by lease, custom, or law to vacate housing early to permit inspection, final adjustment of utility bills and deposits, redecoration, or settlement of damage claims.
- When the housing must be surrendered at fixed times or on fixed dates which are more than 10 days before scheduled departure.
- When government quarters must be vacated early to permit readying for and/or assignment to another serviceman.

All-Navy Cartoon Contest
William R. Maul, CTC, USN



For more complete information, see Joint Travel Regulations, Para M4303-2C through F.

Correspondence Courses

Four revised correspondence courses for use by Navy enlisted men have been issued. They are:

- *Machinery Repairman 3 & 2*, NavPers 91507-2A; supersedes NavPers 91507-2.
- *Lithographer 1 & C*, NavPers 91475-1E; supersedes NavPers 91475-1D.
- *Personnelman 1 & C*, NavPers 91422-2; supersedes NavPers 91422-1C.
- *Shipfitter 1 & C*, NavPers 91542-B; supersedes NavPers 91542-A.

New Bachelor Quarters in San Diego for Officers And Enlisted Personnel

A major construction program is presently underway at the San Diego Naval Training Center. Plans call for the construction of barracks for both the Service School Command and the Recruit Training Command, an expansion of BOQ facilities and the construction and modernization of mess halls.

The service school barracks will provide two- and four-man rooms for 1120 Navymen. The buildings will have reinforced concrete frames, masonry exteriors and pile foundations.

Barracks to be constructed at the Recruit Training Center will accommodate 1350 men in dormitory type facilities. They will be located in the Camp Nimitz section of the NRTC grounds.

The design and color of the new barracks will be compatible with the local Spanish motif.

Additional bachelor officer quarters will accommodate 266 men and will be located in the same general area as existing BOQ facilities. The addition will be used to house student officers from the ASW school as well as officers in the San Diego area for whom BOQ accommodations are not available.

A new mess hall, designed to serve 8000 men, is all but complete. In addition, galley number eight at Camp Nimitz is to be expanded to serve an additional 500 men. There will be a new scullery, new serving lines and new seating facilities.

A Smooth Flight Is Assured If You Have Proper Standby Form

If you've ever thought about buying your own plane to avoid the military standby throngs at commercial air terminals, save your money.

Commercial flights are better than ever—especially for the military standby passenger paying his own way on leave, liberty, or under official orders which may or may not involve a delay in route.

This has become evident since last November when 25 airlines established procedures which benefit the half-fare serviceman whether he's catching a short flight or one that spans the continental U. S.

To be eligible for this revised package of improved conditions, you must first fall within the category of the initial priority system mentioned below.

Secondly, you must have in your possession one or more copies of a new standardized form, NavPers 4632/1 (10-66), entitled Military Standby Authorization Form for Commercial Air Travel. The number of copies required depends on how many flights you anticipate you will make.

This form is not a free ticket. It won't even buy you a cup of coffee in the air terminal cafe. But without such a form, you might never leave the ground.

The form serves, more or less, as your military standby passport and ensures that you will receive proper attention from the airlines. It stems from a recent special House Armed Services subcommittee recommendation that a standardized form be issued to military air travelers rather than rely on the airlines' judgment on who should take precedence over whom based on information on an individual's leave papers.

All naval activities will use NavPers 4632/1 (10-66) until such time when a standard Department of Defense form for use by all military services is issued.

The Navy form was first introduced to the Fleet through BuPers Notice 4632 of 3 Nov 1966 which contains instructions on how the form should be filled out. It also informs commands that they may obtain supplies of NavPers 4632/1 (10-66) by submitting requisition NavExos 4177 or DD 282 to their local Navy Publications and Printing Service Office.

It is anticipated that either your personnel or administrative officer will be responsible for issuing this standby authorization form, your key to smooth flying.

Here, then, are the principal improvements from which you may now benefit as a military standby passenger:

- Your check-in time with an airline at any terminal will be honored by all the participating airlines either at the terminal or at another terminal where you may have to go to make further flight connections.

This check-in time is also honored at intermediate points, should it become necessary for you to switch flights or airlines to reach your destination.

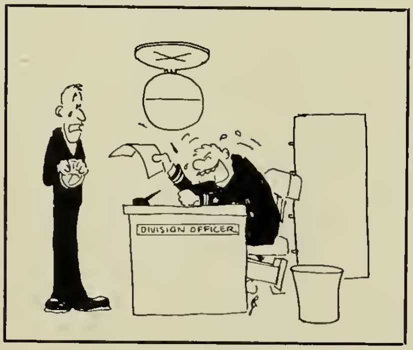
- Boarding aircraft is now determined by a priority system. This priority system, based on the type of leave papers, pass, or orders under which you are traveling, is restricted to (in order of precedence): (1) Emergency leave; (2) combat leave; (3) convalescent leave; (4) delay in route; (5) discharge; (6) pass or liberty.

You will also be boarded ahead of all other reduced-fare standby passengers (such as youth fare standby) not eligible to make reservations.

- Accommodation clearance from your point of origin to either your destination or predetermined intermediate point is clarified by the airline before you board the plane.

In other words, you will not be removed from your flight to accommodate any other passengers short of the point to which you were cleared.

Jeremiah H. Paoli, IC2, USN



"I take it from your reaction my reason for emergency leave is insufficient?"

The only time that you stand a chance of being bumped from a flight would be at points beyond that for which you have been cleared. Only then would you be asked to give up your seat to accommodate a full-fare passenger who holds a reservation confirmed before your flight departed from the airport at which you boarded.

- All servicemen who elect to board a flight at 50 per cent of the travel cost will be treated the same as full-fare passengers, receiving meals and other appropriate services.
- Adequate information as to the point to which you have been cleared, either your destination or an intermediate point, will be provided by the airline.

(A Military Traffic Assistance Desk, manned by both military and air carrier staffs, was established at O'Hare International Airport, Chicago, last November. At that time, other cross-country locations were under consideration, including National Airport, Washington, D. C., Imerson Airport, Jacksonville, Fla., Atlanta Airport, Atlanta, Ga., Lambert Field, St. Louis, Mo., and Love Field, Dallas, Texas.)

- Mishandled baggage is handled in the same manner as that of a full-fare passenger and will now be delivered at the expense of the air carrier.

These improvements are the result of surveys and interviews conducted with both servicemen and airline personnel.

Overseas Schooling for Military Dependents Is Organized Under Tri-Service Management

An organizational plan for all overseas schooling provided for military dependents has been published by the Department of Defense. The reorganization will affect schooling provided by service-operated schools, tuition-fee schools and correspondence study courses.

Each of three geographic sections of the world will have one manager, who will administer and operate the entire program for his area.

- The Army will provide schooling for all eligible Department of

Defense dependents in the European School Area, which includes the area from the western coast of Europe and Africa to 90 degrees east longitude, or about as far east as Burma.

- The Atlantic school area, which includes North, Central and South America, will be the responsibility of the Navy.
- Schools for dependents in the Pacific, which includes all overseas areas west of North and South America to 90 degrees east longitude (including Australia and New Zealand) will be operated by the Air Force.

Information concerning the programs in each area may be obtained by writing to the following managers:

- European School Area—Director, USDESEA, APO New York 09164.
- Atlantic School Area—Superintendent, Dependents' Schooling Office (Atlantic), Washington Navy Yard, Washington, D. C. 20390.
- Pacific School Area—Superintendent of Schools (Pacific), HQ PACAF (DPD), APO San Francisco 96553.

Keep These Dates Free If You're a Good Sport

Get your teams ready. It's almost time for the 1967 All-Navy and Interservice competition to begin. And this year there are two extra added attractions—possible selection to United States teams for the Pan-American and Olympic Games.

All-Navy competition will cover seven sports—basketball, boxing, volleyball, bowling, tennis, golf and softball.

There will be nine Interservice events. As in 1966, the Navy will enter track and field, wrestling and judo competition without All-Navy back-up events.

Qualifications for boxing, senior tennis and golf and women's tennis and golf will again be on an East/West Coast basis, as they were last year.

Participation in the All-Navy sports program is optional, but it should be understood that commands which sponsor teams or individuals in eliminations leading to All-Navy championships should expect to have the men represent the Navy at higher levels of competition if they are selected.

The individuals involved should also understand before entering that they will be expected to go as far as they are needed in the competitions.

This understanding is particularly important during 1967, as winners will be participating in more post-season events leading to selection of teams for the Pan-American and Olympic Games. It will be important that the Navy field the best possible teams in these events so outstanding candidates for the U. S. teams will receive proper consideration.

Here is the 1967 schedule:

Event	All-Navy Site	Interservice Site
Basketball	Naval Air Station Memphis, Tenn. February 20-24	Marine Corps Schools Quantico, Va. March 6-10
Boxing	Naval Station Honolulu, Hawaii March 20-22	Ft. Lewis, Wash. March 29-31
Wrestling		Tinker AFB, Okla. April 3-7
Volleyball	Naval Air Station Cecil Field, Fla. April 17-21	Ft. Leonard Wood, Mo. April 24-28
Judo		Marine Corps Recruit Depot San Diego, Calif. April 17-21
Bowling	Naval Station Charleston, S. C. May 9-12	
Track & Field		Marine Corps Schools Quantico, Va. June 14-16
Tennis	Naval Air Station Alameda, Calif. July 24-28	Lowry AFB, Colo. July 31-August 4
Golf	Naval Air Station Pensacola, Fla. August 14-18	Naval Air Station Pensacola, Fla. August 21-25
Softball	Naval Station Norfolk, Va. August 28-September 1	Naval Station Norfolk, Va. September 4-8

Children of Submariners May Be Eligible for Dolphin Scholarships

College-age children of U. S. Submarine Force members (either living or deceased) may be eligible for $500 Dolphin Scholarships providing they apply for the financial aid before 15 Mar 1967.

This date has been set by the Dolphin Scholarship Foundation as this year's deadline. Application forms may be obtained by writing to the Chief of Naval Personnel (Pers G221) Navy Department, Washington, D. C. 20370.

For his children to be eligible for selection, a Submarine Force member must be or have been in the Force at least five years after he qualified in submarines, or served at least six years with any of several activities whose primary missions are support of the Submarine Force.

Those activities include: Submarine tenders; submarine rescue vessels; submarine bases; force, flotilla, squadron or division staffs.

A member's duty at certain other shore activities may equally count toward his children's scholarship eligibility. These organizations include submarine missile support activities or facilities, and naval shipyards and civilian shipyards which are engaged primarily in the construction, repair or overhaul of Submarine Force vessels. So, too, are submarine training schools as well as naval laboratories and special facilities and offices whose primary missions are support of the Submarine Force.

If a member dies while on active

duty with the Submarine Force, the service time requirements mentioned earlier are waived.

Dolphin Scholarships are awarded based upon an applicant's scholastic competence, character, all-round ability, and financial need.

Applications are screened by an evaluation committee comprised of individuals qualified in educational matters. From these evaluations, the committee makes selection recommendations to the Dolphin Scholarship Foundation, which then awards the $500 renewable scholarships.

Since the Foundation was established in 1960, 28 students have received Dolphin Scholarships to the colleges or universities of their choice.

Your Letters and Parcels Will Receive First Class Treatment Because of SAM

Have you noticed any increased zip in small parcels to, from or between overseas military post offices?

If so, it's the result of new mail transportation procedures initiated by the postal service last November.

Since then, personal letters and parcels weighing five pounds or less have been carried space available on commercial or military flights traveling to, from and between overseas locations.

This mail is called SAM mail—Space Available Mail.

The types of SAM mail eligible for airlift are personal first-class letters; sound-recorded taped messages; postal cards and post cards; second-class weekly newspapers and magazines featuring current news (mailed to or from combat zones only); and surface parcels that meet weight, size and destination requirements.

SAM is airlifted between military post offices located outside the continental U. S., or between these post offices and the continental U. S.

For example: If a three-pound parcel bearing postage at the regular parcel post rate is sent from Chicago to Vietnam, it travels overland to San Francisco. From that point it is flown by either a scheduled commercial airline or a military flight to its destination in Vietnam.

SAM mail to military post offices in Europe usually travels overland to New York when posted in the U. S. and is flown from there to its destination.

If SAM mail cannot be airlifted by commercial carriers, it may be placed on military flights provided excess space is available. Should no airlifts be immediately available, but surface transportation is which will reach a destination in approximately the same time as mail would aboard the next airlift, then the SAM mail is normally sent by surface means.

Besides being eligible for SAM delivery, personal sound-recorded tapes may now be among Free mail posted in the Vietnam combat zone. Previously, it cost between 24 and 32 cents postage to airmail home a three-inch tape.

All Free mail posted by authorized members of the Armed Forces in the Vietnam war zone will be handled in the same manner as SAM mail. Free mail should not be labeled "Air Mail."

The SAM parcels mentioned earlier may not exceed five pounds in weight and 60 inches in length and girth combined.

Operation Cleanout Will Help Cut Paper Blizzard

During January and February of this year the Navy is conducting *Operation Cleanout.* The object is to reduce stored paperwork and the associated cost.

As in past years, the campaign coincides with the year-end record cleanout conducted by most commands. The 1967 *Operation Cleanout* was announced in SecNav Notice 5212 of 21 Dec 66.

And should additional urging be necessary to combat the accumulation of superfluous paperwork, the people who compile facts and figures have released the following data: The Navy presently maintains about 2,000,000 cubic feet of record space, in which is stored slightly more than 1,500,000,000 documents.

All-Navy Cartoon Contest
William R. Maul, CTC, USN

That's a lot of paper and constant attention is required to prevent an overwhelming deluge.

The goal of *Operation Cleanout* is the reduction by about one-fourth of the total volume of records. This requires that each Navy unit reduce its records by at least 25 per cent. A greater reduction would be better.

It might be mentioned here that "records" include punched paper or magnetic tape, microfilm, still and motion picture film and punched cards as well as the more conventional type of paper. Publications and reference materials are also subject to scrutiny.

The savings should be considerable. The purchase price of a five-drawer legal size cabinet is $69, plus $1.35 for each cubic foot of records stored—not to mention the manpower costs of keeping the file up to date. When a safe is necessary, the basic price soars to $228 or more.

List of New Motion Pictures Available to Ships and Overseas Bases

The list of recently released 16mm feature movies available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS)

Munster Go Home (C): Comedy; Fred Gwynne, Yvonne De Carlo

Seconds: Drama, Rock Hudson, Salome Jens

A Man Called Adam: Musical Drama; Sammy Davis, Jr., Louis Armstrong

Chamber of Horrors (C): Melodrama; Cesare Danova, Wilfrid Hyde-White

Arabesque (WS) (C): Comedy Drama; Gregory Peck, Sophia Loren

The Plainsman (C): Drama; Don Murray, Guy Stockwell

Let's Kill Uncle (C): Comedy Melodrama; Nigel Green, Pat Cardi

Study Opportunities Help Retiring Navymen to Teaching Career

Many Navymen approaching retirement look toward teaching as a field in which they can supplement their retirement income and, at the same time, achieve considerable job satisfaction.

Additional teachers are usually welcome in any field, but science and mathematics are subjects in which shortages are especially severe.

A shortage of trained teachers, administrators and research personnel also is developing in the field of rehabilitation of the physically handicapped. The same can be said of certain technological fields. Several institutions of higher learning have begun programs designed to alleviate this shortage before it becomes irremediably acute.

Colleges and universities which have attractive programs for retired Navymen are listed below, with information on courses available and features which make the programs attractive.

There may well be programs other than those listed below. If you are interested in locations and studies other than listed here, you would be wise to investigate now inasmuch as the deadline for applying usually occurs at about this time of the year.

- The **University of South Dakota** has a program designed to retrain retired military personnel for a career of teaching in science and mathematics at the secondary school level. It is open to retirees who hold at least a baccalaureate degree with a science and/or mathematics background.

The curriculum covers advanced courses in botany, chemistry, earth sciences and geology, mathematics, physics and zoology. Special courses for secondary school teachers will also be available. The plan of study for each individual will be tailored to fit his needs.

Persons taking part in the program will be eligible to receive the following degrees upon completion of their studies: Master of Arts with thesis (30 semester hours); Master of Natural Sciences without thesis or a Master of Arts without thesis (32 semester hours); Certificate in Science Education.

The latter is designed for those without an adequate background in any one major area of concentration of science or mathematics.

Retired Navymen taking part in the program are eligible to receive the following stipends and allowances which are paid on the basis of an academic year (1 Jun 1967—31 Aug 1968): $3000 basic stipend; $450 dependency allowance (per dependent) with maximum of four dependents; $75 book allowance; $160 maximum travel allowance.

All tuition and most fees are paid by the program and a summer dependency allowance of $15 per week per dependent is paid during the summer school session.

Applicants will need the following items when making a formal application for the program: Completed national and local application forms; two letters of recommendation and official college transcripts.

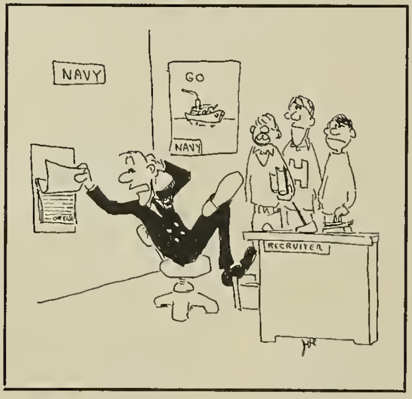
The formal cutoff date this year for the program was 20 January. The university officials indicated, however, that this would probably be extended to 15 February.

Correspondence should be addressed to Dr. James C. Schmulbach, Director, Academic Year Institute, Department of Zoology, University of South Dakota, Vermillion, S. D. 57069.

- This year, the **University of Florida's** Departments of Physics and Science Education also offered a 15-month summer and academic year institute planned for retired armed services officers interested in preparing to teach high school physics.

Inasmuch as the need for well trained high school physics teachers is acute, it is highly probable that the university will offer the same program next year.

Jeremiah H. Paoli, IC2, USN



"You're in luck; we just happen to have an opening for three more men!"

The institute this year comprised 51 semester hours of course work which could be taken over a period of 15 months. Early courses were refreshers in mathematics and physics. Supervised internships were scheduled by the students for nine weeks during the spring. After serving their internships, students will return to their studies at the university physics and mathematics departments.

Participants in the University of Florida's program must be retired armed services officers under 55 years of age and have at least a bachelor's degree with a major in physical science or engineering. Preference is shown to applicants who wish to make teaching a career.

A stipend of $1250 was paid for the 15-month institute period this year to defray the costs of housing and fees. In addition, one round-trip travel allowance at the rate of four cents a mile (not to exceed $75) was allowed.

No tuition was charged and required books were furnished without charge. Student housing in one- two- and three-bedroom units was available to program enrollees. Rents ranged from $55 to $80 per month. Off campus housing was also available.

Last year's applications had to be postmarked air mail by 15 Mar 1966. It is reasonable to presume the same deadline will be effective this year. Information can probably be obtained through Dr. David D. Redfield, Physics Institute for Retired Military Officers, Department of Science Education, Florida State University, Tallahassee, Fla. 32306.

- **Pennsylvania State University** offers an academic year program to retired military personnel under 50 years of age. Applicants who have an undergraduate degree in engineering, physical science, mathematics or the equivalent are eligible. Technical experience is considered equivalent to degree qualifications.

The program is confined to electrical and electronics technology and/or drafting and design technology. The specific courses each individual takes depend upon his experience and background.

All courses at the institute are applicable toward the degree of Master of Education or Master of Engineering. These, or a higher degree, may be earned under the regulations in effect in the graduate school. Before a Master's degree is awarded, however, all requirements of the department and the graduate school must be met.

Each person taking part in the Pennsylvania State University Academic Year Institute will receive a tax-free stipend of $2400 plus $570 per dependent. The average maximum dependent allowance is $1425. There are also additional allowances for travel and books. Tuition is paid by the program. This includes health, recreational and cultural programs, but does not include athletic events.

For further information, write to Otis E. Lancaster, George Westinghouse Professor of Engineering Education, College of Engineering, the Pennsylvania State University, 101 Hammond Building, University Park, Pa. 16802.

• The **University of Tennessee** offers a nine-month program in its vocational Technical Teacher Institute of advanced college credit students. The program is offered to students preparing for a career in vocational-technical teaching.

The program is offered at the Atomic Energy Commission's Y-12 Plant at Oak Ridge, Tenn. Students taking advantage of it, can expect to acquire a knowledge of and facility with modern instructional methods as well as an appreciation for the philosophical foundations of vocational and technical education.

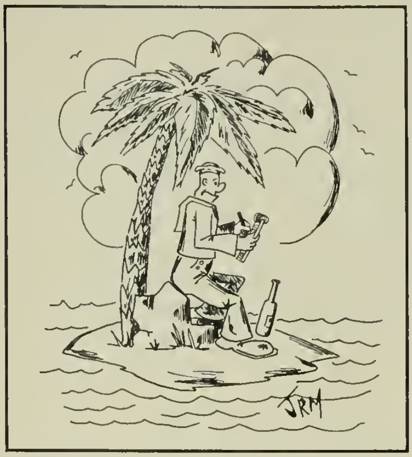
Courses include mechanical drafting technology, industrial electronics technology, machining technology and welding technology.

Students are given an opportunity to apply their technical and teaching skills by instructing an adult vocational class at the Y-12 industrial facilities. Teaching is on the basis of one-half day throughout one academic quarter and is under the supervision of teaching specialists.

Students who complete this program may apply it toward a Bachelor of Science degree in industrial education. This degree may be obtained at the University of Tennessee or credit may be transferred.

Some students classified as juniors may be reappointed for a second year so they can complete their degree requirements. Any students deficient in academic coursework not offered at the Y-12 location, may register for such courses at the university extension division at Oak Ridge or on the main campus at Knoxville.

All-Navy Cartoon Contest
James R. Metcalf, SN, USN



"Dear Mom and Dad, I get a wonderful view of the Pacific Ocean."

Candidates from Tennessee should: Meet the University of Tennessee college entrance requirements; have sufficient college work to transfer to the University of Tennessee as a junior, senior or graduate student; have completed an apprenticeship or the equivalent learning period in the occupations which require no apprenticeships.

Students from states other than Tennessee should meet the first two requirements listed above and have completed the apprentice or learning period and the amount of work experience for certification by the state in which they reside. A letter of documentation to this effect must be obtained by the student from his state vocational education department.

All maintenance, service and out-of-state tuition charges are waived for students enrolled full-time at the Y-12 Plant in Oak Ridge. Students will, however, be responsible for the costs of textbooks and supplies, student activities, room, meals and personal expenditures.

There are a number of furnished and unfurnished apartments, dormitories, rooms and houses available in Oak Ridge. Apartment rentals range from less than $50 per month upward, depending on individual preference.

For additional information, write to Vocational-Technical Teacher Institute, Attention: Dr. Donald E. Maurer, P. O. Box Y, Oak Ridge, Tenn. 37830.

Several institutions are offering programs designed for degrees in education with specialization in rehabilitation administration or rehabilitation research.

The programs' purpose is to equip the participant with the knowledge and skills necessary to administer a business enterprise primarily concerned with helping handicapped people to become vocationally useful.

• The **University of San Francisco** has offered a three-part curriculum aimed at a working knowledge and competency in the basic business disciplines, a grasp of production management and organization theory, and an application of theory to practice by supervised field work in selected workshops.

The Rehabilitation Workshop Administration Program will be conducted at a post-baccalaureate level. A certificate in rehabilitation workshop administration will be awarded upon successful completion of the program.

Admission to the program will be based on the applicant's academic background, work experience, references and a personal interview. A degree from an accredited institution is desired, but a qualified candidate without a degree may be admitted upon recommendation of the admissions committee.

Further information and application forms may be obtained by writing to Mr. I. Salkind, Director, Training Program for Workshop Personnel, University of San Francisco, San Francisco, Calif. 94117.

• The **University of Wisconsin** offers a graduate training program for Administrators and Directors of Sheltered Workshops. Such workshops are designed to assist people who have an occupational handicap to progress toward a productive vocational status and normal living.

The program seeks students from many related fields such as business management; vocational, industrial and special education, personnel management; psychology; sociology;

social work; occupational, physical and recreational therapy; guidance counseling; public health nursing and other fields in which individual treatment in relation to vocational adjustment is involved.

To be eligible for this program, applicants must have had training in areas of vocational rehabilitation, social agency administration, production and business management. They must also have a bachelor's degree and meet the regular requirements for admission to the graduate school.

The University of Wisconsin program varies in length depending upon previous experience and training. Students with considerable background may complete the course of study in one academic year. Those with less background will take longer —probably two academic years.

For further information and application forms, write to: Paul Lustig, PhD, Director, Training Program for Workshop Personnel, the University of Wisconsin, 2570 University Avenue, Madison, Wis. 53706.

- **Northeastern University's** College of Education, also has a new program leading to the Master's degree in education with specialization in rehabilitation administration or research.

The purpose of the program is to combine broad, comprehensive knowledge, techniques and skills of modern organization, administration and research and apply them to the field of rehabilitation.

Although retired servicemen are not specifically mentioned as possibilities for this program, the University is seeking selected students who show great promise and are interested in entering the field of rehabilitation research.

For application forms and further information on the program, write to: Dr. Reuben J. Margolin, Dept. of Rehabilitation and Special Education, Northeastern University, 43 Leon St., Boston, Mass. 02115.

Tips on JTR Changes May Help Smooth Your Path of Travel

Several articles of the *Joint Travel Regulations* have been subject to recent changes. The revisions may be found in JTR Changes 160 through 165, effective during the period from 1 May to 1 Oct 1966.

This listing is a guide only. No attempt has been made to explain the changes fully, as many aspects of travel entitlement require complex interpretations or rulings. If you believe the changes may apply to you, your local travel office or personnel office should be contacted for individual counseling.

The revised paragraphs are:

- *Paragraph M 1150-9*—Concerns definition of dependent. Provides that for the purpose of transportation an unmarried child who was transported overseas at government expense and who becomes 21 years of age while abroad continues in dependent's status until transportation to the United States is authorized. (Change No. 160.)
- *Paragraph M 4253-4*—Travel by commercial vessel. Revises the per diem rates for travel in commercial vessels. (Change No. 160.)
- *Paragraph M 4303-2c*—Temporary lodging allowances upon departure. Permits 10-day period of temporary lodging allowance to begin on the date dependents begin use of a hotel in cases where dependents depart the station before the member. (Change No. 160.)
- *Paragraph M 4413*—Transportation between place of lodging and place of business and between place of business and place where meals are procured. Provides new entitlement to reimbursement.- (Change No. 160.)
- *Paragraph M 4050*—United States-owned foreign currency. Deals with the purchase of such currency for travel expenses. (Change No. 161.)
- *Paragraph 7067-5, -6*—Deals with temporary duty directed in connection with permanent change of station to nonrestricted area and with temporary duty directed in connection with permanent change of station to a restricted area. (Change No. 161.)
- *Paragraph M 8003*—Deals with weight allowances. (Change No. 161.)
- *Paragraph M 8101-6*—Deals with transportation and nontemporary storage of household goods. (Change No. 161.)
- *Paragraph M 8206*—Deals with temporary duty and temporary additional duty in excess of six months (in regard to transportation of household goods). (Change No. 161.)
- *Paragraph M 8253-2g*—Concerns Navymen ordered to or from a vessel or afloat staff away from home yard or home port at time of reporting or detachment. Provides new entitlements. (Change No. 161.)
- *Paragraph M 11002-7*—Of concern to Navymen reassigned from an unrestricted overseas station to a restricted overseas station before shipment of privately owned vehicle from a U.S. port. (Change No. 161.)
- *Paragraph M 1150-4, 5*—Concerns definitions. The change adds National Guard camp mess and quarters to definitions of Government mess and quarters. (Change No. 163.)
- *Paragraph M 3050-3*—Concerns travel status. Change 163 provides that travel status terminates upon arrival of member at port of his vessel if he is directed to report on board immediately and vessel is actually in port at time the man arrives.
- *Paragraph M 4205-5*, table item f—Per diem rates within the U. S. The change provides per diem of 2.50 for temporary duty at Civil Service Commission Executive Seminars, Kings Point, N.Y., and Berkeley, Calif. (Change No. 163.)
- *Paragraph M 4451-1, 2*—Concerns quarters and messes. Change 163 revises the captions.
- *Paragraphs M 1150-20, 21; M 7005-2, 3; M 7102; M 7104-7; M 7105-1; M 8008-2; M 8253-2d; M 8302; M 8303-1; M 8304-3; M 11002-6*—Defines the phrases "possession of the United States" and "territory of the United States." The change deletes the words "Panama Canal Zone," since the CZ is included in the definition "possession of the U. S." (Change No. 164.)
- *Paragraphs M 4150-2, item 2; M 4159-4; M 4204-4; M 4250, item 7; M 4253-7; M 7008*—Provides for consideration of the cost of government transportation for travel performed at personal expense when travel by government transportation

is not directed, permitting reimbursement not to exceed the cost of available government transportation. (Change No. 164.)

- *Paragraphs M 4154-1; M 4155-2a*—Concerns mixed travel. Change 164 stipulates that the mode of transportation used between duty station and local common carrier terminal will be disregarded when determining whether mixed travel is involved. (Change No. 164.)
- *Paragraph M 4205-5,* (table) c(4)—Concerns per diem rates within the U. S. Requires that per diem be reduced to $1 when an officer is furnished subsistence by the government without charge. (Change No. 164.)
- *Paragraphs M 4301-3a, 4a, 4b, 4d; M 4303-2*—Concerns arrival of dependents before arrival of the Navyman and conditions under which temporary lodging allowances are payable. The change prescribes entitlement to station allowances during the 60-day period immediately prior to the effective date of permanent change-of-station orders (including effective date of change of home port of a vessel). It provides for continuation of allowances at old station for 60 days when orders are changed while the Navyman is en route and before dependents have moved and permits payment of temporary lodging allowances for the member on the day of arrival when he is entitled to travel per diem with a reduction for quarters. (Change No. 164.)
- *Paragraph M 4355; Appendix F*—Concerns per diem. Provides instructions and table for special per diem rates for travel outside the United States. (Change No. 164.)
- *Paragraph M 4413-3*—Concerns travel by a privately owned conveyance. The change expands entitlement to monetary allowance in lieu of transportation for travel performed by privately owned vehicle between place of lodging and place of business, and between place of business and place where meals are procured, to all temporary duty assignments, including temporary duty en route incident to permanent change-of-station orders. (Change No. 164.)
- *Paragraph M 6001*—Concerns active duty training with pay. Provides that members of Reserve components traveling to and from active duty for training are entitled to reimbursable expenses as provided in chapter four. (Change No. 164.)
- *Paragraphs M 7102; M 7103-1; M 7105-1; M 8302; M 8303-1*—Deletes requirement that member's home of record be located in the place selected as designated location for dependents and household goods, and shows that Alaska and Hawaii are in the same category as all other "United States" for the purpose of such transportation. (Change No. 164.)
- *Paragraphs M 7103-1, 3; M 8303-3; M 11002-5*—Authorizes advance return of household goods and privately owned motor vehicle when dependents travel to an appropriate place in the United States without formal approval. (Change No. 164.)
- *Paragraphs M 8009; M 8253-2c*—Provides choice of dividing existing entitlement into combination of shipments to other than the new station, in addition to storage, subject to payment of costs in excess of a like weight of household goods being shipped in one lot from the old to the new station. (Change No. 164.)
- *Paragraphs M 8100-7; M 8101-8*—Pertains to the conversion of temporary storage to nontemporary storage and vice versa. The change provides for the conversion of household goods from temporary to nontemporary storage, and from nontemporary to temporary storage, when such conversions are in the interest of both the government and the member. (Change No. 164.)
- *Paragraphs M 8100-1; M 8200-1; M 8255*—Concerns weight allowances. Establishes entitlement to storage, temporary and nontemporary, and shipment of temporary change-of-station weight allowance when the Navyman is unable to accept or use the household goods at the temporary duty station. The change also provides for the storage and shipment of temporary change-of-station weight allowance of household goods on completion of temporary duty and when orders are revoked, modified or canceled at a temporary duty station. (Change No. 164.)
- *Paragraphs M 8101-6, item 11; M 8256*—Provides for continued nontemporary storage at the old permanent station when, incident to permanent change of station, a Navyman is directed to perform temporary duty at an intermediate station pending further assignment. (Change No. 164.)
- *Paragraph M 8253-2c*—Establishes entitlement to ship unaccompanied baggage to a designated place in the United States, and subsequently from the designated place to the overseas station, when transportation of dependents or household goods to an overseas area is prohibited but will be authorized within 20 weeks. (Change No. 164.)
- *Paragraphs M 8350; M 8351-1; M 8352-2; M 11005*—Clarifies entitlement to shipment of a privately owned motor vehicle in cases determined to be covered by the Missing Persons Act. (Change No. 164.)
- *Paragraph M 4156, Case Four*—The change adds specific travel allowance entitlement when orders are modified or cancelled while a Navyman is en route on permanent change of station involving temporary duty. (Change No. 165.)
- *Paragraph M 4303-3c*—Prescribes temporary lodging allowance entitlement when hotel or hotel-like accommodations are furnished by a government contractor. (Change No. 165.)
- *Paragraph M 5050-1* — Provides travel entitlement for an applicant ordered home to await a reporting date. (Change No. 165.)

All-Navy Cartoon Contest
LT Melville C. Murray, SC, USNR

". . . and then this gang of foreign agents grabbed me and took me to their hideout, where they commenced to ply me with what seemed suspiciously like alcoholic beverages and they . . ."

LETTERS TO THE EDITOR

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

Advancement Waivers

Sir: Last spring the requirement for time in pay grade for advancement to PO2 and PO1 was shortened for men in certain ratings. For the February examination a similar waiver was put into effect for men seeking advancement to E-4 and E-5.

This, I am given to understand, was done to increase the pool of men available for promotion.

Why doesn't the Navy simply authorize more advancements from those men who have been quotaed on past exams? This would increase the promotion opportunities for more experienced and qualified men.

Has BuPers considered such a possibility? Has the SecNav Retention Task Force?—E. P. R., RM2, USN.

• *The possibility was considered both by BuPers and by the Task Force (which is now a part of BuPers). Such a policy was rejected because of the adverse effect it would probably have on both the Navyman and the Navy.*

As you said, the waivers were allowed to increase the pool from which men in the particular ratings could be promoted. The larger pool of eligibles was an ace in the hole against the possibility (repeat, possibility) that there would be a requirement for additional petty officers in excess of the number usually promoted.

Navymen who had passed but had not been advanced in the past could have been included in this pool, but such action could have proved detrimental. For one thing, men usually score higher each time they take the examination, so the use of past examination scores might have proven a hardship on the individual.

Do not overlook the fact the advancement system is already heavily weighted in favor of the more experienced Navyman. Because senior men are allowed additional points for time in service and time in rate, the Navymen who received waivers had to do exceptionally well on the exam to earn a higher total multiple than their seniors.—Ed.

OUT TO SEA AGAIN—Navy tugs assist submarine tender *USS Bushnell* (AS 15) as she leaves Charleston for sea trials and her home port in Key West, Fla.

Everglades *Was There*

Sir: I would like to point out an oversight in your September 1966 issue of All Hands in which you gave a report on the units that assisted in raising the submerged nuclear bomb off Palomares, Spain, last April.

You neglected to mention one of the initial recovery ships: USS *Everglades* (AD 24).

When the bomb was first reported lost, *Everglades* was wrapping up a three-month Med cruise. But, instead of heading home, she was directed to proceed to Palomares. There she anchored and served as flagship for Task Group 65.5 until 27 Feb when she left for the U. S.

Furthermore, since becoming a fan of All Hands, I have never read an article or seen a picture of our destroyer tender in your magazine.

How about giving us an inch or two of copy? After all, her crew maintains that *Everglades* is the only 4.0 tender in either Fleet.—D. A. G., YN 3, USNR.

• *We're indeed sorry* Everglades *wasn't mentioned in the Palomares article, but she wasn't recorded in the Task Force 65 listing of the participating ships and units.*

We did a little checking around. This is what we found:

When the loss was reported on 17 Jan 1966, Everglades *was moored in Naples. She remained there until 31 January, when she proceeded to Cannes. On 7 February, she left Cannes and moored at Palomares on 9 February.*

While at Palomares, Everglades *provided support for U. S. ships arriving on the search scene until 13 February, when she was relieved by the destroyer tender* USS Cascade *(AD 16).*

Everglades *left the coast of Spain on 17 February and parted company with the Sixth Fleet on 27 February and headed for Charleston, S. C.*

In the meantime, more units and ships had arrived at Palomares to become a part of Task Force 65. When the Force list was finally compiled, Everglades *was unfortunately not included.*

As to past coverage in All Hands, *had we received word from your ship, telling of her early activities, she most certainly would not have been neglected. We rely on such reports or news releases from ships and units throughout the Navy for publicity on individual activities.*

Now that we know more about Everglades *from the information you have* *provided, reinforced by her official ship's history, we're more than happy to tell the rest of the Navy about her.*

Everglades' *keel was laid on 28 Jan 1945 and she was outfitted at Terminal Island, Calif.*

Before she could be commissioned and sent out on her sea trials, however, Everglades *was placed in the San Diego Group Reserve Fleet. There she remained until the outbreak of the Korean crisis when the new tender was brought into active service and commissioned on 25 May 1951.*

Her first cruise was in September of that year when she left Long Beach for Norfolk, Va., where she became a member of the Atlantic Fleet's Destroyer Force.

During the next three years Everglades *worked toward operational proficiency. In 1954 she was awarded the Battle Efficiency Pennant as the best ship in her class in the Atlantic Fleet.*

After five trips to the Mediterranean, Everglades *changed her home port to Charleston, S. C. She then became the administrative flagship for Destroyer Flotilla Six in July 1960.*

Between 1960 and 1964 the tender operated out of Charleston and made two Caribbean cruises in preparation for another trip across the Atlantic to the Mediterranean.

On this cruise, while moored in Naples, Everglades *became the first Atlantic-based destroyer tender to fly the Drone Antisubmarine Helicopter (DASH).*

Then in August 1964, she was awarded her first Departmental Engineering E award. The following year she earned her second engineering award together with an E award for operations excellence.

Everglades *spent the early months of 1965 providing tender service to ships in both Norfolk and Mayport, Fla., before she set out on her 1965-66 Med tour in November.*

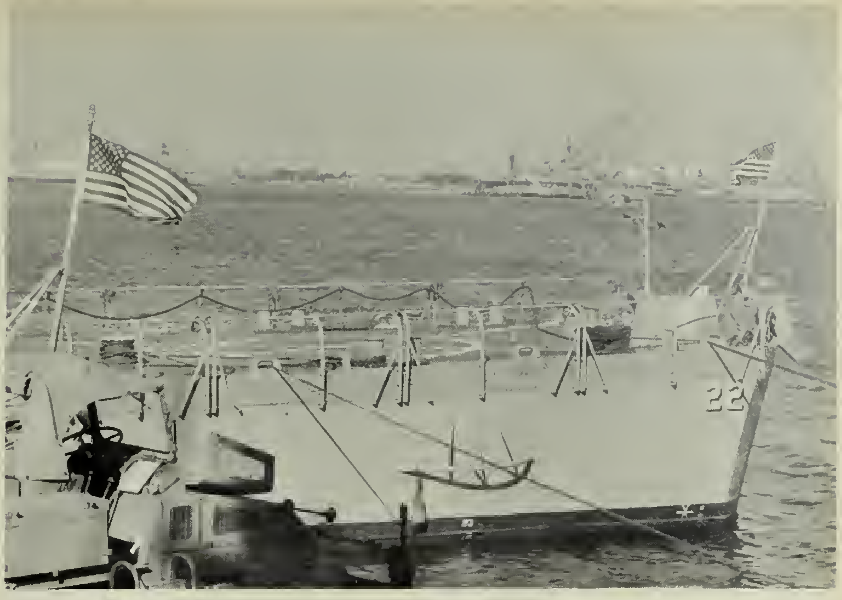
It was during the latter part of this cruise that she took part in the early formation of the recovery forces which located and raised the lost nuclear bomb on 7 Apr 66.—Ed.

White Socks

Sir: A friend disagrees with me about white socks worn with the enlisted uniform. You can settle it if you can tell us what year they were removed from the seabag. Also, were they ever an optional item?—S. I. D., HM1, usn.

• *Done. White socks were part of the enlisted white uniform until 1 Jan 1956, after which black socks were, and are, required with all uniforms worn by enlisted men below the grade of chief petty officer.*

Between 30 Mar 1955 and 1 Jan 1956, white socks were optional for enlisted undress whites.—Ed.



WHICH WAY IS THE WIND BLOWING? Wind currents twisting around ships and an alert photographer from *USS Frontier* (AD 25) made this picture of two flags within a few feet of each other blowing in opposite directions.

You Can Still Wear Dolphins

Sir: I first enlisted in the Navy in March 1945, and served on active duty until August 1946. During that time, I served aboard the submarine uss *Ray* (SS 271), and was qualified in submarines. I was therefore entitled to wear silver dolphins at the time of my discharge.

I reenlisted on 12 Apr 1948 and have served on continuous active duty since then. None of my service during this period has been in submarines. Am I still entitled to wear the dolphins? I know that the right to wear an aircrewman's wings can be revoked only for cause. Does the same rule hold true for a submariner's dolphins?—F. M., PNC, usn.

• *Since you apparently have never been disqualified for any reason, you are still entitled to wear the dolphins. The* BuPers Manual *(Article C-7404) states that a man who has qualified in submarines, and is later detached from sub duty, retains his qualification. The* Manual *sets no time limit on this rule.*
—Ed.

Date Makes A Difference

Sir: I received the Armed Forces Expeditionary Medal in 1958 for service in Lebanon. Then, in 1965 I received the Armed Forces Expeditionary Medal again for service in Vietnam aboard uss *Dixie* (AD 14).

Should I wear a star on the AFEM, or may I trade the latter award in on a Vietnam Service Medal?—C. H. P., EN2, usn.

• *It depends upon whether your 1965 service was before or after Independence Day.*

Men who earned the AFEM for Vietnam before 4 Jul 1965 may elect to wear either the AFEM (or star, in your case) or the Vietnam Service Medal.

Men who saw service in Vietnam after 4 Jul 1965, however, have no choice in the matter. They must wear the Vietnam Service Medal.

In other words, if you served in Vietnam after the cutoff date, you must wear both medals. If you served before, you may take your choice.—Ed.

Military Precedence of Seabees

Sir: In reply to a letter concerning seniority (or precedence) which appeared in your September 1966 issue, you said that "some ratings are more able, by virtue of training and experience, to exercise command in a military situation."

If this is true, why are the rates of Group VIII—Construction Battalions—so far down on the list?

Seabees have a standard construction/combat formation that is used daily, not just in emergencies or for landing parties.

This formation is based on six weeks of specialized infantry training Seabees receive either at Camp Lejeune or Camp Pendleton.

While there, petty officers attend a USMC NCO leadership school, conducted by Seabee officers and enlisted instructors who train POs in both tactics and weapon usage.

As a result of this training, CPOs

CARRIER QUALS—A7A *Corsair II* prepares for launch from flight deck of *USS America* during qualifications as an aircraft-carrier-based plane.

serve as platoon commanders and frequently act as company commanders. Other senior POs are trained as squad or section leaders of weapons or communications platoons. Third and second class petty officers fall in line as fire team leaders, directing constructionmen as riflemen.

These commands, platoons and teams take part in field exercises primarily aimed toward tactical defensive problems. However, some exercises involve offensive amphibious landing procedures. Therefore, the men leading their units, under either of these conditions, constantly "exercise command in military situations."

With this in mind, I cannot understand the logic that permits Seabee ratings to be preceded by lesser trained individuals in an outdated seniority system.—S. F. P., UTCS, USN.

- *The only logical explanation of our precedence list is a fine line which, in your case, divides two sets of circumstances—one at sea, the other on the beach.*

Let's say you find yourself aboard ship with a boatswain's mate whose rate, time in grade and service are the same as yours.

Should there develop a situation on board whereby military command has to be exercised, we hardly think you'd insist on taking the helm just because your rate were (note we didn't say was) higher on the seniority list. After all, the BM has nearly 200 years of traditional sea experience backing him up.

On the other hand, it's highly unlikely that the same boatswain's mate, should he find himself with sand between his toes, would insist on taking command of your platoon—at least not while you're still in the picture.

This matter of precedence began long ago and has all the weight and authority of tradition behind it.

The first steps toward a rating structure were taken in 1775 with the publication of Rules for the Regulation of the Navy of the United Colonies.

This mentions "surgeon's mate, cook, armourer, gun-smith, master-at-arms and sailmaker." Not to be facetious, but nowhere does it mention Construction Battalion ratings which were nonexistent until some 160 years after the first Navy cook served his first meal.—ED.

A Contract Is a Contract

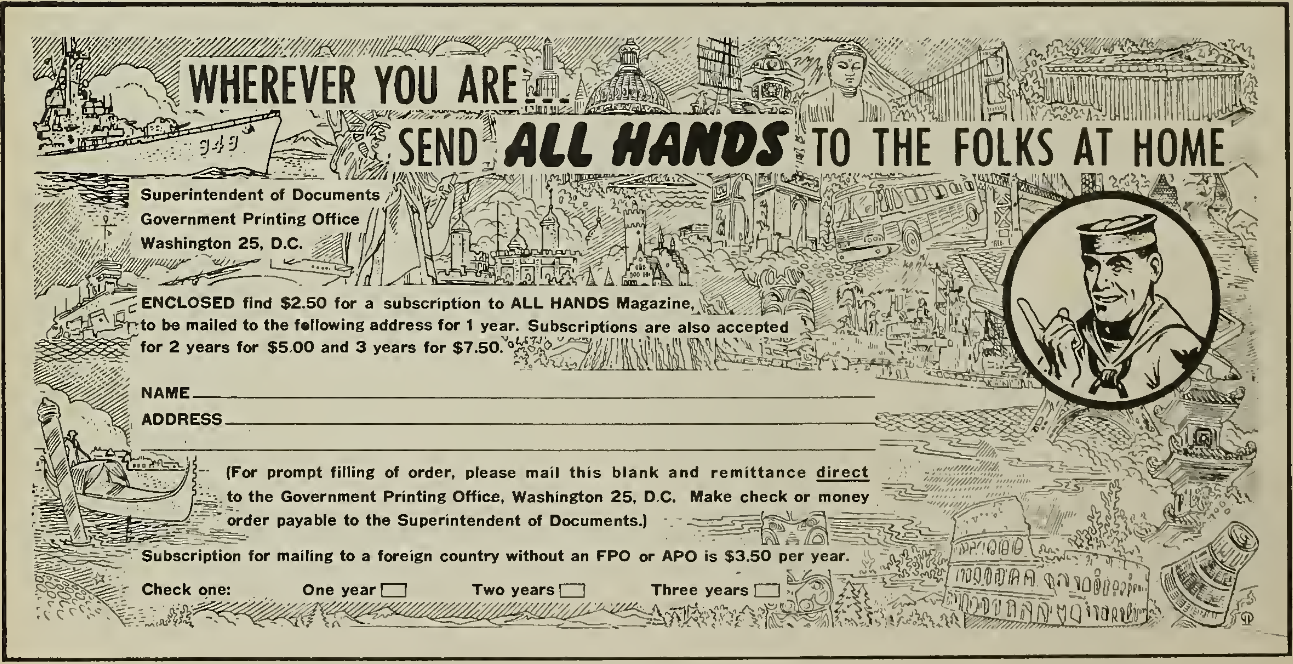
SIR: In 1965 I signed an agreement to extend my enlistment from two to three years of active duty in the Reserves. I contracted for this extension because I wanted to attend a 24-week Class A school.

After I enrolled in the course, however, it was shortened to 20 weeks. My contract stated I would have to serve one extra year of active duty for a school of more than 20 weeks. As things now stand, I was shortchanged on my schooling but had to pay for the full course. Can anything be done about this?—V. W. Y., RMSN, USNR.

- *Yes, indeed. A contract is a contract in the Navy as elsewhere. If you don't receive the goods, you don't have to pay the price.*

It is suggested you submit a letter of request to the Chief of Naval Personnel (Attn: Pers-B2221) via your commanding officer.

In the letter, request a reduction of your active duty from three to two years since the RM "A" course of instruction was reduced while you were attending school. Pers-B2221 assures us your request will receive favorable attention, provided the circumstances are as stated in your letter.—ED.



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Visit to Copenhagen

WHEN THE HEAVY cruiser USS *Newport News* (CA 148), flagship for the Second Fleet, tied up in Copenhagen, Denmark, she was on a goodwill cruise visiting ports in northern Europe. It didn't take the cruisermen long to find out that there was plenty of friendship in the Danish capital.

During the flagship's four-day stay the cruiser acted as host to more than 10,000 visitors. While ashore the Commander Second Fleet band and the U. S. Marine drill team from *Newport News* performed before large audiences in Town Hall Square. The Navymen added many young friends to their list when they passed out balloons carrying the message, "The U. S. Navy says hello."

Sightseeing cruisermen found the numerous palaces, castles and the picturesque countryside excellent targets for their cameras. The highlight of their Copenhagen liberty was a visit to the famed Tivoli Gardens, an amusement center in the heart of the city. Tivoli Gardens features fine shops and restaurants, games, rides and entertainment for the entire family.

Clockwise from Top Left: (1) Heavy cruiser *Newport News* greets visitors while tied up in Copenhagen. (2) Cruiserman from *Newport News* shops for postcards for family and friends back home. (3) Denmark's well-known Little Mermaid is visited by Navymen on liberty. (4) Palace guard is shot by visiting whitehat. (5) The Commander Second Fleet band plays for the people in Town Hall Square. (6) Crewmembers of *Newport News* relax at a sidewalk cafe while enjoying Tivoli Gardens. (7) A Danish miss receives a souvenir.

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SILVER STAR MEDAL

"For conspicuous gallantry and intrepidity in action . . ."

★ Bardwell, Robert J., Hospital Corpsman 3rd Class, USN, while serving as platoon corpsman for the Company A, 1st Battalion, 3rd Marines, during a search and clear operation in the La Chau Village complex in the Republic of Vietnam on 17 Jul 1965. When the lead element of another platoon encountered a mine field and was simultaneously brought under Viet Cong fire from several directions, Petty Officer Bardwell, upon receiving a call from the adjacent unit, left his platoon and maneuvered 200 yards across an open rice paddy under heavy fire. He located and administered aid to two Marines, one of whom had been critically wounded by an exploding mine. Since additional injuries were sustained by members of his own platoon as the intensity of the fire increased, he again ignored the mortar and automatic weapons fire nearby, returned to his unit via the same open rice paddy and encountered two other Marines requiring medical attention. After administering necessary first aid measures, he assisted the senior corpsman in directing medical evacuation of the wounded by helicopter while under a heavy volume of hostile fire directed into the landing zone. Petty Officer Bardwell's heroism under fire, his resourceful and decisive action and his determined devotion to his comrades were in keeping with the highest traditions of the U. S. Naval Service.

★ Batson, Jack E. D., Jr., Lieutenant, USN, while serving in Fighter Squadron 21, embarked in USS *Midway* (CVA 41), during a mission in support of combat operations in Southeast Asia against North Vietnamese forces on 17 Jun 1965. As pilot of an F4B *Phantom* aircraft, LT Batson engaged at least four and possibly six enemy aircraft, accounting for one confirmed kill and contributing to a second by another aircraft in the flight, thus diverting the remaining enemy airplanes from their threat to U. S. striking forces. With heavy antiaircraft fire bursting throughout the patrol area, he relentlessly maintained his vigil and pressed forward his attack, seeking out and destroying the opposing enemy aircraft, thus preventing damage to U. S. strike aircraft in the area. By his skill and devotion to duty in the face of grave personal danger, LT Batson upheld the highest traditions of the U. S. Naval Service.

★ Brent, William H., Hospitalman, USN, while serving with Company I, 3rd Battalion, 6th Marines, against rebel forces in Santo Domingo, Dominican Republic, on the afternoon of 30 Apr 1965. As the platoon was brought under an intense three-sided cross fire of rebel small arms and heavy automatic weapons, Hospitalman Brent saw four wounded Marines in an open area 60 yards away. Disregarding his own safety, he courageously left a sheltered area and, although wounded almost immediately, crawled to the Marine casualties while under heavy automatic weapons fire and began to administer aid. He remained with the wounded until they were evacuated by an armored vehicle to the command post. Hospitalman Brent's aggressiveness, initiative and devotion to duty were in keeping with the highest traditions of the U. S. Naval Service.

★ Campion, Charles G., Hospital Corpsman 3rd Class, USN, while serving with Company C, 1st Battalion, 3rd Marines, near the village of La Chau, Republic of Vietnam, on 5 Jun 1965. While giving medical aid to several sick villagers, Petty Officer Campion was attacked by other villagers at the time that his platoon was attacked by the Viet Cong. Fighting his way free, he ran to the platoon position and immediately began medical treatment of two wounded Marines. In order to protect the wounded men, he seized an automatic rifle from one of them and turned it against the enemy, killing one Viet Cong and driving the others to flight. After the wounded Marines were evacuated, Campion fearlessly exposed himself to heavy enemy fire so he could render aid to another casualty and assist in his evacuation. By his daring actions and devotion to duty in the face of great personal risk, Petty Officer Campion upheld the highest traditions of the U. S. Naval Service.

UPLIFT—LCDR Thomas Tucker gets a lift from helicopter after his jet was shot down in Haiphong Harbor.

★ Donnelly, William N., Commander, USN, while serving as Commanding Officer of Fighter Squadron 154, embarked in USS *Coral Sea* (CVA 43), on 29 Mar 1965. As an element leader of an attack strike group, CDR Donnelly was given the task of leading his aircraft on rocket attacks against a prime target on Bach Long Vi Island, North Vietnam. In the face of heavy enemy ground fire, he led the flight in a diving rocket attack directly on the assigned target, delivering punishing direct hits and inflicting severe damage. Although his aircraft was hit by enemy ground fire, he chose to make another attack. As he was entering his second rocket attack, the aircraft controls froze and he was forced to eject at very low altitude, inverted, at an airspeed of approximately 400 knots, four miles north of the target island. An extensive search was organized, which resulted in his recovery by seaplane 44 hours later. During this two-day period, although painfully injured and stranded in the immediate vicinity of the enemy island, he managed to evade the enemy search boats. By his perseverance, determination and devotion to duty, CDR Donnelly upheld the highest traditions of the U. S. Naval Service.

★ Gerhard, Harry E., Jr., USN, Commander, while serving as Commander, Attack Carrier Air Wing Seven, embarked in USS *Independence* (CVA 62), on 20 Sep 1965. As strike leader, CDR Gerhard directed a highly successful bombing attack against an important railroad bridge in North Vietnam. During the approach to the target area, while under heavy fire from surface-to-air missiles, antiaircraft guns and automatic weapons, and while threatened by enemy fighter opposition, he ordered the strike group to hold near the target while he proceeded to the target and intiated the attack with air-to-ground missiles. In the face of the intense opposition, he then positioned himself directly over the target area in order to coordinate the attack, remaining in this vulnerable position to direct the aircraft until the bridge was inoperable. When another pilot was forced to eject over enemy territory upon retirement from the target, CDR Gerhard remained in the area until he was assured that rescue was imminent. By his daring actions and devotion to duty, he upheld the highest traditions of the U. S. Naval Service.

★ **Hartman**, Charles W., III, Lieutenant (jg), USN, while serving in Attack Squadron 25, embarked in USS *Midway* (CVA 41), during a mission in support of combat operations in Southeast Asia against North Vietnamese forces on 20 Jun 1965. Engaging two aircraft in low-altitude aerial combat, LTJG Hartman skillfully evaded the enemy attacks. Then, initiating an attack of his own, he made a confirmed kill and drove off the other plane. By daring action, skill and devotion to duty, he upheld the highest traditions of the U. S. Naval Service.

★ **Johnson**, Clinton B., Lieutenant, USN, while serving in Attack Squadron 25, embarked in USS *Midway* (CVA 41), during a mission in support of combat operations against North Vietnamese forces on 20 Jun 1965. LT Johnson engaged two aircraft in low-altitude aerial combat and, despite the distinct advantage held by the enemy aircraft, skillfully evaded their attacks. Then, initiating an attack of his own, he accounted for a confirmed kill and drove off the remaining aircraft. By his daring action and his devotion to duty, LT Johnson upheld the highest traditions of the U. S. Naval Service.

★ **Morris**, Shane A., Hospital Corpsman 3rd Class, USN, while serving with U. S. Marines in the Republic of Vietnam on 21 May 1966. Petty Officer Morris' accompanied a platoon on a helicopter mission to block the withdrawal of a Viet Cong force. When the helicopters landed in an open rice paddy, they were immediately subjected to mortar and automatic weapons fire from an estimated Viet Cong company firing on them from all sides. Twenty Marine casualties fell in the first few minutes. Morris immediately ran to the nearest wounded Marine. He administered first aid to the man while completely in the open and under intense enemy fire. Without hesitation, he moved from one wounded man to the next. After treating four of the casualties, Morris was moving toward another man when he was critically injured by enemy fire. By his courage, determination and devotion to duty in the face of great personal risk, Morris upheld the highest traditions of the U. S. Naval Service.

LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the government of the United States . . ."

★ **Beshany**, Philip A., Rear Admiral, USN, as Assistant Chief of Staff for Logistics, Allied Forces Southern Europe, from December 1964 to July 1966, and as Deputy Chief of Staff for Logistics and Administration, Allied Forces Southern Europe, from July 1966 to November 1966, for his contributions to difficult and delicate issues of extreme importance to the accomplishment of the command mission.

★ **Boyes**, Jon L., Captain, USN, as Assistant to the Director, Far East Region, Office of the Assistant Secretary of Defense (International Security Affairs) from 24 Jun 1964 to 9 Sep 1966, for his work on analyses of and recommendations for improvement in Department of Defense policies and programs in the Far East.

★ **Bringle**, William F., Rear Admiral, USN, as Commander Attack Carrier Striking Force, U. S. Seventh Fleet, and as Commander Task Group 77.6, from 29 March through 29 Jun 1965, and as Commander Task Force 77 from 28 May through 27 Jun 1965, for his part in the first successful employment of the F4B/*Sparrow III* Weapons System, and for his work in the direction of five attack carrier striking groups engaged in combat operations in the South China Sea. The Combat Distinguishing Device is authorized.

★ **Charbonnet**, Pierre N., Jr., Captain, USN, as Chief of Staff for Commander Carrier Division Seven from 30 March to 12 Oct 1965, for his contributions to the planning, coordination and execution of extensive combat air operations in Southeast Asia.

★ **Clark**, Robert W., Captain, USN, as Commander Amphibious Squadron One while deployed as a unit of the U. S. Seventh Fleet Amphibious Force from December 1964 to May 1965, for his work in connection with the first extensive river delta operations carried out by Seventh Fleet amphibious forces. The Combat Distinguishing Device is authorized.

★ **Connolly**, Bartholomew J., III, Captain, USN, from 8 May to 26 Nov 1965, as Commanding Officer, USS *Oriskany* (CVA 34), for his part in the development of new procedures and tactics which enabled his pilots to continue to carry out their missions despite the introduction of enemy surface-to-air missiles.

★ **Corcoran**, Daniel J., Captain, USN, posthumously, as Staff Judge Advocate, Field Command, Defense Atomic Support Agency, Sandia Base, N. M., from 21 May 1963 to 22 Apr 1966, for his work in molding members of his legal staff into a more efficient and effective unit.

★ **Dare**, James A., Captain, USN, as Commander Amphibious Squadron 10 and Commander Naval Task Force (CTF 124) during April and May 1965, for his part in the establishment of U. S. troops ashore to protect American lives and those of other nationals in the Dominican Republic. The Combat Distinguishing Device is authorized.

★ **Dubois**, Raymond F., Rear Admiral, USN, as Commander Seventh Fleet Cruiser-Destroyer Group from June to December 1965, for his contributions to the development and organization of various concepts and doctrines for the employment of naval gunfire in support of operations in Vietnam and for special coordinated operations involving surface strike groups and carrier air groups operating in the South China Sea.

★ **Henry**, Eugene B., Jr., Captain, USN, as Commander Destroyer Flotilla Five and as Senior Representative of Commander Cruiser-Destroyer Force, U. S. Pacific Fleet in the Hawaiian area, from 3 Oct 1964 to 12 Jul 1966, for his contributions to the successful build-up and high state of material and operational readiness of Destroyer Flotilla Five and the over-all effectiveness of the Cruiser-Destroyer Force, Pacific Fleet.

★ **Knapp**, Paul J., Captain, USN, as Commanding Officer, USS *Princeton*

(LPH 5), and as Commander Task Group 76.5, from 9 Oct 1964 to 21 May 1965, for his work in the loading and distribution of supplies by *Princeton* for flood relief operations in the coastal plain sections of Vietnam and for employing the first amphibious vertical envelopment in Vietnam during the amphibious landings at Chu Lai. The Combat Distinguishing Device is authorized.

★ Liberty, Harold F., Captain, CEC, USNR, as Commander, 30th Naval Construction Regiment from 18 May to 1 Sep 1965, for his contributions to the development and construction of river and harbor improvements, erection of POL facilities, construction of a 400-bed hospital, numerous landing facilities and all Marine cantonments in the Naval Component Commander's area and for developing access to previously inaccessible locations, thereby materially contributing to the success of this command.

★ Smith, Leon I., Jr., Captain, USN, as Director, Policy Division and Deputy Assistant Chief of Naval Personnel for Plans and Programs in the Bureau from 2 Jun 1964 to 12 Aug 1966, for his work in the preparation of studies, reports and material for use of the highest civilian and military officials in the Department of the Navy.

★ Tarpenning, Duane A., Commander, USN, while attached to Staff, Commander Fleet Air, Western Pacific Detachment, Cubi Point, from September 1965 to July 1966, for his work in connection with Operation Shoehorn.

★ Weisner, Maurice F., Rear Admiral, USN, as Commander Carrier Division One during combat operations in Southeast Asia from 3 January to 9 Jul 1966, for his service as Yankee Team Commander and for the planning, coordination and execution of operations of three attack carrier task groups off the coast of Vietnam.

DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight . . ."

★ Adkins, Joe D., Commander, USN, as pilot of an A4E aircraft while serving as commanding officer of Attack Squadron 72, embarked in USS *Independence* (CVA 62) on 14 Jul 1965. As strike leader in an air wing coordinated strike against the Tri Dong Bridge, North Vietnam, one of the major supply routes from north-central to southern North Vietnam, CDR Adkins, in the face of enemy gunfire from the surrounding area, led and directed 11 A4E and one A6A aircraft in the bombing attack, which resulted in the complete destruction of a 75-foot span of the bridge and caused two other spans to drop. CDR Adkins personally scored direct hits with eight 500-pound bombs, contributing directly to the over-all success of the strike.

CATAPULT CONSOLE OPERATOR aboard *Intrepid* gives last-minute instructions to catapult crew prior to launch of *Skyhawk* on Vietnam mission.

★ Fields, Marvin R., Lieutenant, USN, while attached to Light Photographic Squadron 63 Detachment Alfa, embarked in USS *Midway* (CVA 41), on 1 Jun 1965. As flight leader, LT Fields piloted his RF8A photo reconnaissance aircraft on a re-strike against a railroad marshalling yard, located north of the city of Vinh in North Vietnam, which was known to be defended by a heavy concentration of antiaircraft guns. At the completion of the attack, he made a high speed, low altitude photo run over the city to the target area. During his approach to the target, he encountered heavy antiaircraft fire from the ground which severely damaged his aircraft. While trying to return to his ship, LT Fields was forced to eject from his aircraft over the water when all the control systems were lost.

★ Gerhard, Harry E., Jr., Commander, USN, as pilot of an A4E aircraft while serving as Commander Attack Carrier Air Wing Seven, embarked in USS *Independence* (CVA 62), on 14 Jul 1965. Acting as flight coordinator, CDR Gerhard directed a bombing attack on the Tri Dong highway bridge that had been attacked several times previously without success. Although confronted by antiaircraft fire from emplacements surrounding the target, he analyzed the threat and assigned flak suppression aircraft to meet it, thereby permitting the aircraft bombing the bridge to attack with maximum effect. The attack resulted in the complete destruction of one span of the bridge, and severe damage to two others. CDR Gerhard's heroic actions and professional skill were in keeping with the highest traditions of the U. S. Naval Service.

★ Ilg, Raymond P., Lieutenant, USN, as pilot of an A4C aircraft in Attack Squadron 22, embarked in USS *Midway* (CVA 41), on 11 May 1965. After being involved in a mid-air collision, and with the rudder of the other aircraft still impaled in his fuselage, LT Ilg immediately requested and engaged an aerial refueling tanker aircraft to augment his rapidly decreasing fuel. When USS *Midway* announced that a "ready deck" was available, he detached from the tanker four miles astern of the ship, lowered his landing gear, flaps and hook at 600 feet, checked the aircraft for controllability at landing speed, and made the decision to land the aircraft. While the aircraft was still streaming fuel heavily, he reported on the glide slope with 200 pounds of fuel remaining and made a normal carrier landing. On touchdown, the craft immediately erupted in flames, but LT Ilg left the plane without injury.

★ Leue, David E., Commander, USN, as a pilot in Attack Squadron 153, embarked in USS *Coral Sea* (CVA 43), on 27 Jun 1965. As air wing strike leader in an air wing strike against Dong Phuong Bridge, CDR Leue, despite continuous and intense enemy opposition, led the strike group in a highly successful attack on the bridge, in which repeated *Bullpup* and bombing attacks caused one span of the bridge to drop, and inflicted severe damage to a second span, without damage to any of the participating aircraft. He scored a direct hit on the bridge with his *Bullpup* missile attack, contributing to the success of the mission. Through his careful planning and heroism in the face of intense enemy opposition, CDR Leue upheld the highest traditions of the U. S. Naval Service.

★ Mape, John C., Commander, USN, posthumously, as a pilot in Attack Squadron 52, embarked in USS *Ticonderoga* (CVA 14), on 12 Nov 1965. As flight leader of a flight of attack aircraft, CDR Mape provided close air support for surrounded elements of the 3rd Brigade, 1st Infantry Division, U. S. Army, during the battle of Bau Bang, Republic of Vietnam. In the face of heavy enemy automatic weapons fire, he led his flight in repeated bombing and strafing attacks against the Viet Cong. The intensity of these attacks and the determination with which they were executed resulted in heavy casualties for the Viet Cong, which broke the impetus of their attack. CDR Mape's courage throughout this action was in keeping with the highest traditions of the U. S. Naval Service.

★ McDonald, Wesley L., Commander, USN, as commanding officer of Attack Squadron 56, embarked in USS *Ticonderoga* (CVA 14), in support of USS *Maddox* (DD 731) on the night of 4 Aug 1964 in the Gulf of Tonkin and for his part in the air strikes against North Vietnamese torpedo boats, their bases and supporting facilities on the afternoon of 5 Aug 1964. While flying in support of *Maddox,* CDR McDonald led his section of aircraft through extremely adverse weather conditions and total darkness to the scene of the action and made two attacks on unidentified hostile torpedo boats. With minimum rest, he planned the light jet attack tactics for the retaliatory strikes against North Vietnam. Then, as flight leader, he led six A4E light jets in support of the Vinh oil storage strike. Despite intense hostile antiaircraft fire, he aggressively attacked antiaircraft batteries, inflicting maximum damage with rocket and 20mm fire. He then led his wingman in an attack on a North Vietnamese patrol boat, heavily damaging the craft and causing it to be beached.

★ Moore, Robert E., Commander, USN, as pilot of a jet aircraft and as Commander, Attack Carrier Air Wing Two, embarked in USS *Midway* (CVA 41), on 8 May 1965. Leading two coordinated strikes against the heavily defended Vinh Airfield in North Vietnam, CDR Moore, in the face of heavy enemy antiaircraft fire, demonstrated the highest degree of courage while coordinating the attack of each element of the strike group. By remaining at low altitude over the airfield during both strikes to call in flak suppression aircraft on active antiaircraft batteries, to spot for the bombing elements and to strike the runway with ordnance from his own plane, he contributed in large measure to the success of these two important strikes. CDR Moore's personal heroism was in keeping with the highest traditions of the U. S. Naval Service.

★ Schulstad, George L., Major, USAF, while serving with Fighter Squadron 111, embarked in USS *Midway* (CVA 41), on 8 May 1965. Leading a flight of four F8D *Crusaders* against Vinh Airfield in North Vietnam, MAJ Schulstad, in the face of heavy and accurate enemy antiaircraft fire, initiated the flak suppression attack, destroying his assigned target. By making multiple runs against antiaircraft gun emplacements in conjunction with light bomber attacks, he contributed greatly to the success of this important mission. His heroism and professional skill were in keeping with the highest traditions of the Armed Forces of the United States.

★ Southworth, Harrison B., Commander, USN, as pilot in the Attack Squadron 72, embarked in USS *Independence* (CVA 62), on 4 Jul 1965. As strike leader in an air wing strike on the Nam Dinh oil storage area in North Vietnam, CDR Southworth, in the face of heavy enemy gunfire from the surrounding area, directed and led 11 aircraft in the bombing attack, which resulted in 75 per cent damage to the oil storage area. Through his courage and outstanding leadership, he contributed directly to the success of the entire mission. His heroic conduct throughout was in keeping with the traditions of the U. S. Naval Service.

★ Tissot, Ernest E., Jr., Commander, USN, as Commanding Officer, Attack Squadron 192, embarked in USS *Bon Homme Richard* (CVA 31), on 1 Jun 1965. In an air wing strike against the Dong Phong Thuong Bridge in North Vietnam, CDR Tissot, as pilot of an A4C jet, was to attack the extremely narrow and heavily defended bridge with a *Bullpup* missile. Despite intense enemy antiaircraft fire, he guided his missile to a direct hit on the bridge, which weakened the structure and allowed a subsequent hit to collapse a span into the river. The missile impacted at the exact point, selected from pre-strike photography, that would cause the greatest damage to the bridge. In carrying out this assignment, CDR Tissot displayed extraordinary professional skill and marksmanship and bold action in the face of intense heavy opposition, thereby upholding the highest traditions of the U. S. Naval Service.

★ Winkowski, John R., Lieutenant Commander, USN, as a pilot in Fighter Squadron 41, embarked in USS *Independence* (CVA 62) on 14 Sep 1965. As the flight leader of a two-plane armed reconnaissance mission over North Vietnam, LCDR Winkowski used radar navigation and dead reckoning techniques to locate the assigned objective area, despite inclement weather, and descended in total darkness into mountainous terrain. He illuminated the area by releasing para-

STANDING READY—Seabee of Amphibious Construction Battalion watches beach from warping tug offshore ready for salvage operations.

ALOHA OPEN HOUSE—*USS Enterprise* (CVAN 65) was greeted by 30,000 during carrier's initial visit to Pearl Harbor after tour with Seventh Fleet.

chute flares and discovered a 10-truck convoy. He and his wingman initiated numerous low-angle rocket attacks on the convoy in an area of known antiaircraft concentrations. Fires and violent secondary explosions, resulting from the destruction of six heavy trucks and damage to the others, could be seen 15 miles away through the heavy overcast. By his courage and skill, LCDR Winkowski inflicted maximum damage to the target and thwarted an enemy supply effort which had depended on darkness and inclement weather for its safety.

★ Wyand, Donald M., Commander, USN, while serving as Commanding Officer, Attack Squadron 22, embarked in USS *Midway* (CVA 41), on 9 May 1965. As the flight leader of eight aircraft participating in two strikes on Vinh Airfield in North Vietnam, CDR Wyand, despite intense enemy antiaircraft and automatic arms fire, led his flight in low-level napalm attacks on his assigned targets. Fully aware of the intensity of enemy defenses, he participated in the second strike on the airfield and again led his flight in repeated successful *Bullpup* missile attacks on his assigned targets. CDR Wyand's superior airmanship and courage were in keeping with the highest traditions of the U. S. Naval Service.

Gold Star in lieu of Second Award

★ Adkins, Joe D., Commander, USN, as pilot of an A4E aircraft while serving as commanding officer of Attack Squadron 72, embarked in USS *Independence* (CVA 62), on 20 Sep 1965. Participating in a 32-plane air wing strike on the Cao Nung Railway Bridge, Bac Le, North Vietnam, CDR Adkins led his element as it successfully evaded the missile and antiaircraft threat. By his quick actions, the *Bullpup* striking element was intact and able to respond to the on-the-spot directions of the strike coordinator. During the retirement phase, which involved a downed A4E pilot, CDR Adkins assumed the communications lead from the strike leader and coordinated the rollback and necessary search and rescue communications. His airmanship and vigilance were critical to the over-all success of the mission and were in keeping with the highest traditions of the U. S. Naval Service.

Gold Star in lieu of Second Award

★ Dewenter, John R., Jr., Commander, USN, as pilot of a jet aircraft while commanding Attack Squadron 23, embarked in USS *Midway* (CVA 41), during a combat strike against a heavily defended airfield in North Vietnam on 8 May 1965. Although the approach to the target was defended by a heavy concentration of automatic weapons and antiaircraft artillery, ranging from light through heavy caliber weapons, CDR Dewenter continued to lead the bombing attack, dived on the airfield and accurately dropped his bombs, which blew a crater in the runway at midfield. He displayed exceptional competence and leadership in the planning and execution of these critical air strikes. His courage and airmanship were in keeping with the highest traditions of the U. S. Naval Service.

Gold Star in lieu of Second Award

★ Leue, David E., Commander, USN, as a pilot in Attack Squadron 153, embarked in USS *Coral Sea* (CVA 43), on 10 Sep 1965. CDR Leue was assigned as strike leader of an air wing strike against Ben Thuy POL, North Vietnam, in an area of known high flak concentration. During the attack, the flight leader of the second division was hit by intense enemy flak and forced to eject over enemy territory. Immediately calling for search and rescue assistance, CDR Leue went back to the area of the downed pilot to provide air cover and to direct search and rescue operations. Exposing himself and his aircraft to the constantly increasing enemy fire, he remained on the scene and made several low-altitude runs strafing at enemy troops and emplacements in an effort to protect the downed pilot. Leaving the scene only occasionally to refuel his aircraft in flight and to lead other aircraft into the area, he remained in the immediate vicinity for three hours to direct search and rescue operations. Due to the increasing intensity of flak and the disappearance of the pilot shortly after he hit the ground, the rescue attempt was unsuccessful and the search was stopped after four hours. CDR Leue's performance of duty in the face of the enemy was in keeping with the highest traditions of the U. S. Naval Service.

Gold Star in lieu of Second Award

★ McDonald, Wesley L., Commander, USN, as Commander Attack Carrier Air Wing 15, embarked in USS *Coral Sea* (CVA 43), on 5 Oct 1965. As the strike leader in a major joint air wing strike against the Kep Highway Bridge in North Vietnam, CDR McDonald planned his air wing's attack, then contributed to the combined pre-strike coordination and planning required against this target. In the face of heavy antiaircraft fire and the presence of surface-to-air missile threats, he led the strike aircraft in the dive-bombing run, marking the target and achieving significant damage to the bridge. Remaining in the immediate target area, he directed the attack and obtained post-strike bomb damage assessment. He then led the remaining strike aircraft from the target at tree-top level to avoid enemy air and missile opposition.

USS MAHAN steams on station.

Gold Star in lieu of Second Award

★ MOORE, Robert E., Commander, USN, a pilot of an A4E jet and as Commander, Attack Carrier Air Wing Two, embarked in USS *Midway* (CVA 41), on 28 Apr 1965. As flight leader of two strikes on PT boats sighted on the Rao Nay River above Quong Khe, North Vietnam, Commander Moore, in the face of heavy enemy gunfire from the PT boats and antiaircraft fire from the surrounding area, directed and led repeated bombing and strafing attacks against the targets. Though his aircraft was hit and streaming fuel on the initial run, he pressed on with his attack and delivered his ordnance on the target. Through his bravery he contributed directly to the over-all destruction inflicted upon the PT boats. His courageous action was in keeping with the highest traditions of the U. S. Naval Service.

Gold Star in lieu of Second Award

★ TISSOT, Ernest E., Jr., Commander, USN, as Commanding Officer, Attack Squadron 192, embarked in USS *Bon Homme Richard* (CVA 31), during the period 26 May through 1 Dec 1965, while in the Southeast Asian theater of operations. CDR Tissot led elements of his squadron in eight major air strikes against heavily defended, primary targets of great military importance in North Vietnam. Through careful planning and courageous leadership in the presence of hostile ground fire and missile threats, he contributed greatly to the success of these combat flights, which destroyed 285 buildings, damaged 250 buildings, destroyed 13 sampans and junks and accounted for at least 175 enemy dead. In addition, he delivered damage to the enemy in areas where ground fire prevented an accurate assessment of destruction. CDR Tissot's courage and tenacity in the dangerous and ever-changing environment over hostile territory were in keeping with the highest traditions of the U. S. Naval Service.

Gold Star in lieu of Second Award

★ WYAND, Donald M., Commander, USN, as pilot of an A4C aircraft while serving with Attack Squadron 22, embarked in USS *Midway* (CVA 41), on 28 Apr 1965. As flight leader for two coordinated strikes on PT boats sighted on the Rao Nay River above Quong Khe, North Vietnam, CDR Wyand, in the face of heavy enemy gunfire from the boats and antiaircraft fire from the surrounding area, directed and led repeated attacks against the targets. Through his bravery and flying skill, CDR Wyand directly contributed to the location of all PT boats in the area and to the over-all damage inflicted upon them. His heroic performance throughout was in keeping with the highest traditions of the U. S. Naval Service.

Gold Star in lieu of Third Award

★ ADKINS, Joe D., Commander, USN, as pilot of an A4E aircraft while serving as commanding officer of Attack Squadron 72, embarked in USS *Independence* (CVA 62), on 31 Oct 1965. Leading a division of aircraft and acting as the strike leader for a 23-plane air wing coordinated strike on the Kep Highway Bridge in North Vietnam, CDR Adkins, despite surface-to-air missiles and intense antiaircraft fire, was able to keep the force intact and to coordinate a devastating attack on the bridge. Four surface-to-air missile sites were located within a few miles of the bridge and the entire complex was guarded with an impressive array of conventional antiaircraft artillery. CDR Adkins directed the complete destruction of this bridge with unerring accuracy in the face of intense opposition. Because of his planning and coordination of the attack, not a single plane was lost or damaged.

STRANGE SIGHT—It's not a new type of carrier, but USS *Holmes County* (LST 836) giving a lift from the Far East to an F-8 *Crusader* that needs repairs.

Gold Star in lieu of Third Award

★ LEUE, David E., Commander, USN, as flight leader of jet attack aircraft in Attack Squadron 153, embarked in USS *Constellation* (CVA 64), during combat operations against hostile North Vietnamese forces on 7 Jul 1966. Despite unfavorable weather conditions and ingenious enemy camouflage, CDR Leue personally hunted down and located four North Vietnamese PT boats concealed among the numerous islands off the coast of North Vietnam. While subjected to intense antiaircraft fire, he pinpointed the boats and began a *Bullpup* missile attack which scored a direct hit on one boat, putting it out of action and marking the area for the remaining strike aircraft. After his second successful *Bullpup* attack, Commander Leue, in the face of continuous enemy fire, remained over the target as on-scene controller. He directed the over-all attacks of the strike group, departing only after assuring that a following wave of strike aircraft had positively encountered the boats. Through determined search efforts in the face of all hazards, he was directly responsible for the destruction of two enemy PT boats and severe damage to two others, without loss or damage to any of the attacking forces. CDR Leue's ability, courage, tenacity and devotion to duty were in keeping with the highest traditions of the U. S. Naval Service.

Gold Star in lieu of Third Award

★ MOORE, Robert E., Commander, USN, as a pilot of an A4E aircraft and as Commander, Attack Carrier Air Wing Two, embarked in USS *Midway* (CVA 41), on 20 Sep 1965. Leading the first of three waves of attacking aircraft in a coordinated strike on the Kep Highway Bridge, CDR Moore, in the face of constant antiaircraft fire, remained on station at the target as each of three attacking elements of aircraft struck the objective. As the assault progressed, missiles were launched at the airborne force and all aircraft evaded by descending to low altitudes. CDR Moore successfully coordinated the entire strike. His heroic action throughout was in keeping with the highest traditions of the U. S. Naval Service.

BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operations . . ."

★ Allen, Alvin Y., Jr., Hospitalman, USN, as a flight crewmember with Marine Medium Helicopter Squadron 365 in the Republic of Vietnam on 23 Dec 1964. Departing in a helicopter on a medical evacuation mission into the mountainous jungles of Vietnam to rescue five wounded Vietnamese soldiers and a wounded American advisor, Hospitalman Allen, upon reaching the evacuation site, saw the six men in an open area which was under fire from Viet Cong forces. With complete disregard for his own safety, he leaped from the aircraft, exposing himself to intense enemy fire. On three occasions, aided by two others, he carried all the wounded to the aircraft for evacuation. Through his courageous actions, composure under fire and exceptional devotion to duty, Hospitalman Allen was directly instrumental in saving the lives of the wounded men, thereby upholding the highest traditions of the U. S. Naval Service. The Combat Distinguishing Device is authorized.

★ Ankers, Harry M., Hospitalman, USN, in connection with operations against Viet Cong forces while serving as a corpsman with a Marine helicopter support team in the Republic of Vietnam on 15 Jan 1966. The 81mm mortar platoon was suddenly subjected to a violent mortar attack while preparing night defensive positions. Hospitalman Ankers left the protective cover of his position and, despite intense enemy mortar fire, rushed directly to the aid of the Marine casualties. Upon reaching a wounded man, he administered aid and maintained his exposed position adjacent to the wounded Marine throughout the enemy attack. By his courage and devotion to duty in the face of intense hostile fire, Ankers undoubtedly saved the life of the Marine. The Combat Distinguishing Device is authorized.

★ Anthony, David J., Lieutenant Commander, USN, while serving with friendly foreign forces engaged in armed conflict against communist insurgents in Vietnam from 5 Mar 1964 to 4 Mar 1965. As Senior Naval Advisor to the Vietnamese Third Naval Zone, LCDR Anthony participated in 15 combat operations in which he came under enemy fire. Working closely in joint planning conferences with Army and Air Force personnel, he brought about significant improvement in Vietnam's naval capability. His initiative, ability and courage under fire have been commended by those who served with him, Vietnamese and U. S. service personnel alike. His performance of duty contributed greatly to the counterinsurgency effort at a time of increasing war tempo and rapid expansion of the Vietnamese Navy. LDCR Anthony's dedication to duty, courage and sense of responsibility were in keeping with the highest traditions of the U. S. Naval Service. The Combat Distinguishing Device is authorized.

★ Aurelius, George M., Jr., Hospital Corpsman 3rd Class, USNR, while serving with Company D, 3rd Reconnaissance Battalion in the Republic of Vietnam, on 12 Jul 1965. During a sweeping operation of a village in a Viet Cong sector south of the Da Nang Airfield, the company received heavy enemy small arms fire. The left flank platoon, pinned down by the fire, sustained two casualties. Petty Officer (then Hospitalman) Aurelius, attached to the support platoon, immediately ran to that position and quickly and competently aided the injured men, continuously exposing himself to the enemy fire. Although suffering from an injured knee, he prepared the wounded for evacuation by helicopter and carried them to the landing zone. Refusing to be evacuated and leave the company without a corpsman, he continued to aid the casualties until the mission was completed. The Combat Distinguishing Device is authorized.

★ Barabe, William D., Hospital Corpsman 3rd Class, USN, while serving on patrol in the vicinity of Da Nang, Republic of Vietnam, with Company A, 1st Battalion, 3rd Marines, on 11 Jul 1965. When a mine was detonated, killing the squad grenadier and wounding five other Marines, Petty Officer (then Hospitalman) Barabe, the platoon corpsman, immediately took charge of the situation and began to treat the casualties, although the position was under enemy small arms fire. He moved from man to man, rendering medical assistance to the wounded and insuring that they were as comfortable as possible. By his prompt and courageous actions, Petty Officer Barabe upheld the highest traditions of the U. S. Naval Service. The Combat Distinguishing Device is authorized.

STAR FOR CHAPLAIN—LT George Ray McHorse receives a Bronze Star for attempting rescue of 11 Marines from helicopter crash in Vietnam.

★ Barnes, Fletcher J., III, Lieutenant, USN, as a member of the Naval Advisory Group, U. S. Military Assistance Command, Vietnam, serving as advisor to River Assault Group 22, Vietnamese Navy, on 21 Jan 1965. Operating on the Oriental Vaico River in the Luong Hoa area of Long An Province in support of a 25th Infantry Division combat mission, LT Barnes' group moved to the location of the 52nd Ranger Battalion to provide close supporting fire for the battalion's move back across the river. LT Barnes advised his counterpart to beach his craft, even though Viet Cong mortar fire was directed at the Ranger Battalion's perimeter and was landing nearby. Exposing himself to intense enemy fire better to observe and advise his counterpart, he inspired the Vietnamese Navy personnel to remain at their guns and stop two powerful Viet Cong assaults which approached to within 75 meters of their boats. When the order was given to evacuate the Ranger Battalion, LT Barnes advised his counterpart to remain at his station to provide covering fire for the withdrawal, although he would have been completely justified in advising him to leave the area. By his leadership, courage and aggressiveness, LT Barnes upheld the highest traditions of the U. S. Naval Service. The Combat Distinguishing Device is authorized.

★ Bowman, Jack B., Jr., Lieutenant, USN, in connection with operations against the communist insurgent forces while serving with the Naval Advisory Group, U. S. Military Assistance Command, Vietnam, from 5 Oct 1964 to 1 Sep 1965. As a patrol ship advisor to the Vietnamese Navy Sea Force, LT Bowman participated in 10 combat patrols totaling 184 days, performing all phases of his advisory assignment in a uniformly outstanding manner. Through constant association, rapport and example, he evoked vastly improved anti-infiltration patrol and naval gunfire support effectiveness from his Vietnamese counterpart. LT Bowman's exceptional military bearing, professional competence and courage were in keeping with the highest traditions of the U. S. Naval Service. The Combat Distinguishing Device is authorized.

★ Boyle, Robert W., Chief Boatswain's Mate, usn, while serving with friendly foreign forces engaged in armed conflict against the communist insurgents in Vietnam from 27 Sep 1964 to 7 Jul 1965. As Operations Advisor to the Vietnamese 4th Naval Zone, Chief Petty Officer (then Petty Officer) Boyle participated in 20 combat operations in which he came under enemy fire. Through his knowledge of diving and salvage operations, he was instrumental in the recovery of a boat and armament in two mining incidents. His outstanding performance of duty contributed greatly to the counterinsurgency effort at a time of increasing war tempo and expansion of the Vietnamese Navy. The Combat Distinguishing Device is authorized.

★ Brakken, Dale B., Builder 1st Class, usn, in connection with operations against the enemy while serving with U. S. Navy Seabee Team 1104 at Dong Xoai, Republic of Vietnam, on 10 Jun 1965. When the compound which he was helping to construct came under intense mortar, machine gun, heavy weapons and small arms fire from an estimated Viet Cong reinforced regiment, Petty Officer Brakken stayed at his post for two and one-half hours, exchanging fire with the enemy until thrown against a bunker by one of the mortar rounds exploding near him. Summoned back to the command post, he and 13 others fought off the enemy for almost 11 hours, during which time he was wounded. Once he left the command post under intense fire to help carry a wounded man to safety. Petty Officer Brakken then aided in carrying this wounded man, again under enemy fire, to another location where all members of the team were evacuated by air 14 hours after the battle began. Through his alertness and willingness to take risks, Petty Officer Brakken greatly contributed to the safe air evacuation of 13 men from Dong Xoai. His courageous actions were in keeping with the highest traditions of the U. S. Naval Service. The Combat Distinguishing Device is authorized.

★ Campbell, Donald L., Commander, usn, in connection with operations against the enemy while serving as Air Warfare Officer for Commander Carrier Division Seven, from 18 March to 28 Jun 1965. During this period, comcardiv Seven was assigned successively as Commander Attack Carrier Striking Force, U. S. Seventh Fleet and Commander Task Group 77.6, and was charged with the task of conducting extensive air operations in Southeast Asia, including major air strikes against heavily defended military installations, continuous day and night armed reconnaissance and interdiction, and direct air support for Commander U. S. Military Assistance Command, Vietnam. Acting as principal advisor to the Commander in all matters concerning the characteristics, handling and employment of air weapons, CDR Campbell advised with precision and authority in the development and execution of complicated strike plans involving large coordinated attacks with a variety of weapons. His outstanding professional knowledge, mature judgment and devotion to duty were in keeping with the highest traditions of the U. S. Naval Service.

SPOTTER watches Vietnam junks.

★ Canby, Edmund B., Chief Gunner's Mate, usn, while serving with friendly foreign forces engaged in armed conflict against insurgent communist guerrilla forces on 9 Nov 1964. As a member of the Naval Advisory Group, U. S. Military Assistance Command, Vietnam, Chief Canby served as seamanship advisor to the Vietnamese Coastal Force junk divisions. While pursuing five Viet Cong junks toward shore, the junk that Chief Canby was aboard came under intensive automatic rifle and small arms fire. The junk crewman firing the .30-caliber machine gun was wounded and the mortar crew went to his assistance. After firing the last of his 57mm recoilless rifle ammunition, Chief Canby single-handedly manned and directed the 60mm mortar fire which silenced a Viet Cong .50-caliber machine gun position. When the mortar crew returned to the weapon, Chief Canby manned the junk's .30-caliber machine gun. The Viet Cong withdrew when their .50-caliber machine gun was put out of action, enabling the junk crewmen successfully to take the beach and capture and destroy the Viet Cong village. Chief Canby's heroic actions and stamina while under intense enemy fire were in keeping with the highest traditions of the U. S. Naval Service. The Combat Distinguishing Device is authorized.

★ Cessna, Ralph H., III, Hospitalman, usn, while serving with Company A, 1st Battalion, 3rd Marines, in the Republic of Vietnam, on 4 Jun 1965. While on a combat patrol involved in a sweep of the villages on the western bank of the Song Yen River, the 1st Platoon of Company A began to receive extremely accurate sniper fire from the eastern river bank. The intense fire claimed the lives of two Marines and wounded several others, including one of the hospital corpsmen. Hospitalman Cessna, the other platoon corpsman, assisted and treated all of the injured men. Upon hearing a call for a corpsman, he immediately rushed to the aid of a Marine who was critically injured. Although in an exposed position, Cessna administered medical aid and moved the wounded Marine to a covered position from which he could be evacuated. Through his prompt action and courage, Hospitalman Cessna upheld the highest traditions of the U. S. Naval Service. The Combat Distinguishing Device is authorized.

★ Comly, Samuel P., III, Lieutenant, usn, in connection with operations involving conflict with opposing Viet Cong forces while serving with the Naval Advisory Group, Military Assistance Command, Vietnam, from 1 Sep 1964 to 1 Jul 1965. As a shiprider/advisor aboard ships of the Vietnamese Sea Force, LT Comly provided advice and assistance on all operational matters to the commanding officers of the ships in which he was embarked, contributing materially to the successful conduct of Vietnamese Sea Force patrol and amphibious operations. Assigned primarily to ships deployed in the rivers of the Mekong Delta, an area generally under Viet Cong control, he personally participated in 11 operations in the delta, spending a total of 177 days on patrol. The Combat Distinguishing Device is authorized.

DA NANG DOCKS—Cargo vessels unload supplies for forces in South Vietnam at Da Nang's new deep draft piers. Piers have increased capacity 30%.

★ Cook, Gordon S., Lieutenant, CHC, USN, while serving as chaplain with the 1st Battalion, 4th Marines, in the Republic of Vietnam, from 9 June to 30 Sep 1965. In attending to the spiritual and moral needs of the battalion, Chaplain Cook displayed boundless energy, enthusiasm and professional competence in carrying out his responsibilities. In addition to conducting a service every week in each of the battalion's widely separated positions, he also managed, by efficiently budgeting his time, to visit each unit once a week for counseling, to conduct daily Bible study classes in the command post, to visit the sick and wounded at least once each day, to conduct weekly services for an adjacent battalion which had no Protestant chaplain and to hold religious instruction for those who desired it. Chaplain Cook's inspiring devotion to duty was in keeping with the highest traditions of the U. S. Naval Service. The Combat Distinguishing Device is authorized.

★ Demarais, Richard A., Hospital Corpsman 3rd Class, USN, while serving with the 3rd Tank Battalion, 3rd Marine Division, at Da Nang, Republic of Vietnam, on 9 Aug 1965. When the battalion command post was subjected to a sudden, intense enemy mortar attack, Petty Officer (then Hospitalman) Demarais proceeded immediately to a tent which had received a direct hit to administer first aid to the wounded occupants. Discovering an officer who had received a critical head wound and had been presumed dead, Demarais detected a slight pulse and quickly applied mouth-to-mouth resuscitation. As the officer responded, Demarais attended to the man's wounds. By his prompt and courageous actions in the face of enemy fire, Petty Officer Demarais was instrumental in saving several Marine lives. His exceptional ability and devotion to duty were in keeping with the highest traditions of the U. S. Naval Service. The Combat Distinguishing Device is authorized.

★Eyman, Lawrence W., Utilitiesman 2nd Class, USN, in connection with operations against the enemy while serving with U. S. Navy Seabee Team 1104 at Dong Xoai, Vietnam, on 10 Jun 1965. When the compound which he was helping to construct came under intense mortar, machine gun, heavy weapons and small arms fire from an estimated Viet Cong reinforced regiment, Petty Officer Eyman stayed at his post exchanging fire with the enemy until wounded in the chest and arm by shrapnel. He then managed to carry three weapons besides his own back to the command post, where he continued to exchange fire with the enemy for 11 hours until evacuated by air. Through his great spirit and determination to continue fighting, although wounded, Eyman contributed to the safe air evacuation of 13 men from Dong Xoai. His courageous actions were in keeping with the highest traditions of the U. S. Naval Service. The Combat Distinguishing Device is authorized.

★ Field, Tylor, II, Lieutenant, USN, as a member of the Naval Advisory Group, Military Assistance Command, Vietnam, from October 1964 to October 1965, while serving as a Coastal Force Advisor to the 3rd Coastal District. LT Field participated in 15 combat junk patrols and three major combined operations with Vietnamese Army units against the Viet Cong. During these patrols and operations, he lived regularly with the paramilitary junk crewmen aboard their junks and on their bases. He habitually placed himself in the lead patrol junks, thus exposing himself to enemy fire from junks and river banks, as well as from beach positions. LT Field's leadership, devotion to duty and courage under fire were in keeping with the highest traditions of the U. S. Naval Service. The Combat Distinguishing Device is authorized.

★ Gallatin, Robert E., Captain, USN, as Executive Officer of USS *Midway* (CVA 41) from 10 April to 7 Jun 1965. During this period, CAPT Gallatin displayed outstanding professional skill and resourcefulness in connection with the greatly increased number of command functions, bridge evolutions and personnel and material problems associated with intensified strike operations. By leadership and example, he inspired the *Midway*/Air Wing Two team to maximum effort under trying and often adverse conditions. On 31 May 1965, when *Midway* was about to be engulfed in Typhoon Babe, CAPT Gallatin personally directed preparations for heavy weather with only two hours' notice. Due to his rapid, efficient and timely preparations, the storm's full fury of over 100 knots with torrential rain and heavy seas resulted in only minor damage and *Midway* was thus able to meet all operational commitments on schedule.

★ Graham, Curtis G., Lieutenant, MC, USN, as a Flight Surgeon with Marine Medium Helicopter Squadron 365 in the Republic of Vietnam on 23 Dec 1964. Participating in a medical evacuation mission into the mountainous jungles of Vietnam to rescue five wounded Vietnamese soldiers and a wounded American advisor, LT Graham, upon reaching the evacuation site, saw the six wounded men in an open area which was under fire from Viet Cong forces. With complete disregard for his own safety, he leaped from the aircraft and, on three occasions, aided by two others, carried the wounded Vietnamese and American to the aircraft. LT Graham's courageous actions, composure under fire and exceptional devotion to duty were in keeping with the highest traditions of the U. S. Naval Service. The Combat Distinguishing Device is authorized.

★ Guay, Paul E., Lieutenant, USN, in connection with operations against the communist guerrilla forces in the Republic of Vietnam from 1 Oct 1964 to

16 Jul 1965 as Senior Advisor of Coastal Detachment One. Responsible for advising the six Coastal Force divisions of the Vietnamese Navy First Naval Zone in the proper techniques of maintaining efficient patrols against the possibility of Viet Cong infiltration by sea, LT Guay supervised the activities of the U. S. Navy petty officers assigned as advisors and helped the Vietnamese maintain the material condition of their patrol junks. He helped various division commanders conduct effective amphibious and land operations in support of the counterinsurgency operations. Exposed many times to enemy fire, LT Guay succeeded in gaining the initiative and silencing the opposing weapons. The Combat Distinguishing Device is authorized.

★ HANNA, Gerard J., Lieutenant, USN, in connection with operations against the communist guerrilla forces in Vietnam from October 1964 to September 1965, as a ship advisor to the Vietnamese Navy Sea Force. LT Hanna participated directly in 14 combat patrols totaling 192 days. Deployed as the only American with his unit, he was continually subjected to austere living conditions. Through constant association and exceptional rapport and example, he evoked from his counterparts, the commanding officers of 20 Vietnamese ships, considerably improved anti-infiltration patrol, amphibious landing and naval gunfire support effectiveness in all naval zones of the Republic of Vietnam. The Combat Distinguishing Device is authorized.

★ HANRAHAN, Dennis M., Hospitalman, USN, while serving with Company A, 1st Battalion, 3rd Marines, on a patrol east of the Song Yen River in the Republic of Vietnam on 4 Jun 1965. When his platoon suddenly began receiving intense and accurate sniper fire, Hospitalman Hanrahan quickly moved from man to man administering first aid to the casualties. Once he rushed to a man who was seriously wounded, treated him under enemy fire and assisted in the man's evacuation to the helicopter landing zone. While at the landing zone, he treated all of the wounded until they were evacuated by helicopter. Through his aggressiveness and courage under fire, Hospitalman Hanrahan undoubtedly saved the life of one Marine and prevented others from more serious injuries. The Combat Distinguishing Device is authorized.

★ HARMAN, Richard S., Lieutenant (jg), USNR, as Naval Gunfire Liaison Officer in the Republic of Vietnam, from 6 May to 9 Sep 1965. Responsible for the coordination of all naval gunfire missions fired in the Vietnamese Army II Corps area, LTJG Harman, in order better to understand the problems of his assigned naval gunfire spotters and to gain personal knowledge of target areas, frequently flew on spotting missions in small, fixed-wing aircraft at extremely low altitudes. Through his skill, initiative, courage and exceptional performance of duty, LTJG Harman contributed materially to the success of operations against the Viet Cong forces in the II Corps area. The Combat Distinguishing Device is authorized.

★ HARRINGTON, Robert P., Hospitalman, USN, as platoon corpsman, 1st Platoon, Company I, 3rd Battalion, 3rd Marines, during Operation Starlite in Quang Nai Province, Republic of Vietnam, on the morning of 18 Aug 1965. When his platoon came under intense enemy mortar, recoilless rifle and small arms fire and suffered heavy casualties, including its only other corpsman, Hospitalman Harrington bravely moved through the enemy fire in order to care for his many wounded comrades and other casualties in an adjacent company area. By his prompt and courageous actions in the face of great personal risk, he undoubtedly saved the lives and reduced the suffering of a number of Marines, thereby upholding the highest traditions of the U. S. Naval Service. The Combat Distinguishing Device is authorized.

★ HARTMAN, Franklyn J., Lieutenant (jg), CEC, USN, as Commanding Officer, Company A, U. S. Naval Mobile Construction Battalion Nine near Da Nang, Republic of Vietnam, from 29 June to 23 Aug 1965. Upon his arrival in Da Nang, LTJG (then Ensign) Hartman was assigned the monumental task of constructing a site for a missile battery and a three-and-one-half-mile access road. The problem was compounded because the proposed site was located on an 1800-foot peak and the access road traversed the roughest possible terrain, consisting of large boulders and high cliffs overgrown by extremely dense jungle. Under his direction, the two special crews (one for the missile site and the other for the road) completed the project in less than eight weeks. While working on this difficult project, LTJG Hartman also provided equipment support for other major projects to which his unit was assigned. The Combat Distinguishing Device is authorized.

★ HOOVER, William H., Captain, USN, as Executive Officer, USS *Coral Sea* (CVA 43) from 11 March to 14 Oct 1965, while engaged in combat operations against North Vietnam. Since the initial retaliatory air strike against Communist North Vietnam on 7 Feb 1965, *Coral Sea* operated almost continuously at sea, engaged in day and night air operations. Under Captain Hoover's leadership, the men of *Coral Sea* maintained a high state of morale despite the many hours of labor required from all hands.

BY THE DOZEN—Bombs are transferred from *USS Mt Baker* to *Constellation* by highline in Tonkin Gulf.

★ ILG, Raymond P., Lieutenant, USN, in the evasion of the enemy and control of rescue aircraft while down in enemy territory from 3 to 5 Jun 1965. After being forced to eject over enemy territory, very near the antiaircraft concentration that caused his aircraft loss and subsequent ejection, LT Ilg spent two days in evasion. His use of his survival equipment, and training and determination to survive, made his evasion through constantly patrolled enemy territory successful. Before his rescue, he waved off and refused rescue attempts that would have endangered the rescue teams. His lack of concern for his own safety caused him to remain in the area until a rescue could be accomplished without endangering others. LT Ilg's courageous action, bravery and relentless will to survive were in keeping with the highest traditions of the U. S. Naval Service. The Combat Distinguishing Device is authorized.

TAFFRAIL TALK

METEOROLOGICAL MATTERS are generally the purview of the Navy Weather Service, but one of the more interesting, if unofficial, weather predictions published in recent months originated in the Naval Oceanographic Office. According to the oceanographic people, a long warm spell is brewing.

This does not necessarily mean that Bathing Suits, Ltd., is the best investment for your reenlistment bonus. The heat wave isn't due to hit for a century or so, and the worst may not arrive until the year 2400. The temperature will then become gradually cooler until about 3300 A. D.

This is all based upon projections of earlier weather records.

Swedish historical records, for example, tell of variations in ice conditions from 1233 to 1833. Until 1433, a bitter cold era held sway. Then the weather began to warm up and will probably continue to do so until the middle of the next millennium. If the cycle holds, a cold wave may then be anticipated.

According to European historians, the fluctuation indicates a large-scale weather rhythm. Smaller cycles of 11, 90 and 250 years also exist and are generally attributed to variations in solar storms.

The theory of weather cycles is further confirmed by the records of Swedish fishermen during the Middle Ages. One story in particular illustrates the economic effects of the weather change.

In the early Middle Ages, the fishermen of Skanor and Falsterbo began to bring home increasingly large catches of Atlantic herring. The weather, it was noted, was becoming much colder.

As the cold increased, the nets became heavier and heavier with fish. Fish from the Ekanor and Falsterbo boats began to appear on tables across Sweden, making the seamen prosperous and the local merchants wealthy.

Then the cycle changed. The climate warmed. The Atlantic herring followed the chill northward and the nets were pulled up empty.

Within a few years the two fishing villages were deserted, useless as the played-out mining towns in the American West.

★ ★ ★

Anyone becoming shipwrecked on a desert island about 450 miles off the coast of South Carolina, and having pencil, paper and a watertight bottle handy, may look forward to rescue in about three years—give or take a century or so.

That's the word we receive from Russell A. Jones who, in 1963, was a boatswain's mate aboard USS *Searcher* (AGR 4). On 16 December he wrote a note, addressed it to whom it may concern, and requested any possible finder to correspond with him. He bottled his note, chucked it over the side, watched it bob along in the wake of the ship, then forgot about it.

Nearly three years later, on 13 Oct. 1966, he received a letter from a schoolteacher stating that the bottle had been found on the beach near Punta Hidalgo on Tenerife, an island in the Canary group.

He reported that the letter was still legible, but doubted that it would have lasted much longer inasmuch as the bottle cap was badly deteriorated.

Incidentally, Russell Jones also notes this is one way of becoming acquainted with some very interesting people.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keynotes of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

Here are a few suggestions for preparing and submitting material:

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event must be received before the first day of the month preceding the month of intended publication.

● AT RIGHT: ANOTHER VIEW of USS *Gurke* shows ship's five-inch guns trained toward horizon as destroyer patrols Tonkin Gulf with USS *Hoel* (DDG 13) during Seventh Fleet operations.—Photo by J. Falk, JOC, USN.

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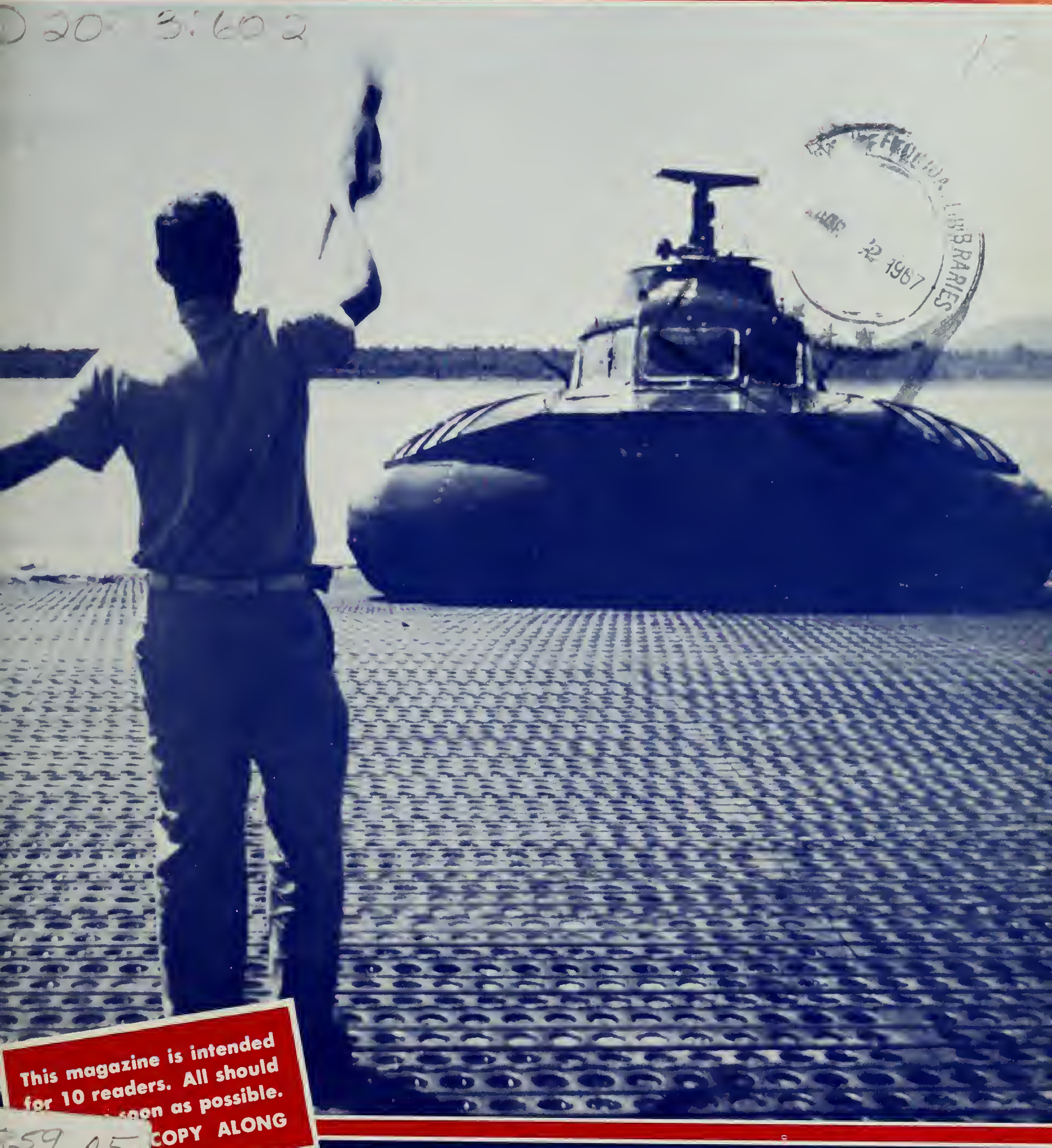

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MARCH 1967

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

MARCH 1967 Nav-Pers-O NUMBER 602

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REAR ADMIRAL BERNARD M. STREAN, USN
The Deputy Chief of Naval Personnel
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- **FRONT COVER: 'WALKING' ON AIR**—A monster-like Navy Patrol Air Cushion Vehicle (PACV) slides on its bubble up a landing ramp after a patrol along the delta waterways in Vietnam.

- **AT LEFT: SIDE BY SIDE**—Guided missile cruiser *USS Boston* (CAG 1) and heavy cruiser *USS Newport News* (CA 148) berth together in Norfolk, Va. Together the cruisers have a main battery of five turrets, each with three eighth-inch guns. Secondary batteries contain 22 dual-purpose, five-inch guns and 16 three-inch, rapid fire guns. *Boston* also has a twin *Terrier* missile system.

- **CREDIT:** All photographs published in ALL HANDS Magazine are official Department of Defense photos unless otherwise designated.

ALL HANDS The Bureau of Naval Personnel Career Publication, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Issuance of this publication approved in accordance with Department of the Navy Publications and Printing Regulations, NAVEXOS P-35. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor. DISTRIBUTION: By Section B-3203 of the Bureau of Naval Personnel Manual, the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

The Bureau invites requests for additional copies as necessary to comply with the basic directives. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to subactivities the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant U.S. Marine Corps. Requests from Marine Activities should be addressed to the Commandant. PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. The rate for ALL HANDS is 25 cents per copy (except for the December 1963 Rights and Benefits issue, which is 50 cents per copy); subscription price $2.50 a year, domestic (including FPO and APO address for overseas mail); $3.50 foreign. Remittances should be made to the Superintendent of Documents. Subscriptions are accepted for one, two or three years.

HOMECOMING—Air cushion craft return home to Cat Lo after six-day hunt. *Rt:* PACV approaches VC sampan.

Battle on the Plain

THREE MECHANICAL "monsters" skimmed across the Plain of Reeds. In their trail, the high grass of the swampy terrain lay beaten down from the air blast which seemingly carried the machines effortlessly over the marsh.

"Quai Vat!" the Viet Cong guerrilla fighters shouted, paddling their sampans away as fast as possible. (Quai Vat is the VC term for monsters.)

Some of the enemy tried to conceal themselves by submerging under the muddy surface—breathing through the hollow stems for which the Plain of Reeds is named.

The sight alone of the roaring Navy craft as they moved in convinced many of the guerrillas to surrender immediately. Others were persuaded when machine gun fire reached the location of the elusive hideouts.

Operation Quai Vat, pronounced "kwhy vat," began in mid-November when three U. S. Navy Patrol Air Cushion Vehicles (PACVs) left their base at Cat Lo on the Vietnamese coast 35 miles southeast of Saigon. Their assignment would take them deep inland.

MOVING on a cushion of air at speeds up to 65 miles per hour, the 39-foot-long craft can travel over water or any relatively flat surface. Combining speed, maneuverability and a zero draft, the British-inspired machines arrived in South Vietnam last May for test and evaluation.

The journey from Cat Lo to Moc Hoa—a distance of 150 miles northwest—took the vehicles up the myriad rivers and canals of the Mekong Delta.

On the morning of 21 November, Operation Quai Vat began in full. It was to be a joint effort, combining Vietnamese Civilian Irregular Defense Group (CIDG) troops with U. S. Army Special Forces advisors and Navy and Army helicopters.

The Vietnamese-American team intended to catch enemy guerrillas as they tried to escape.

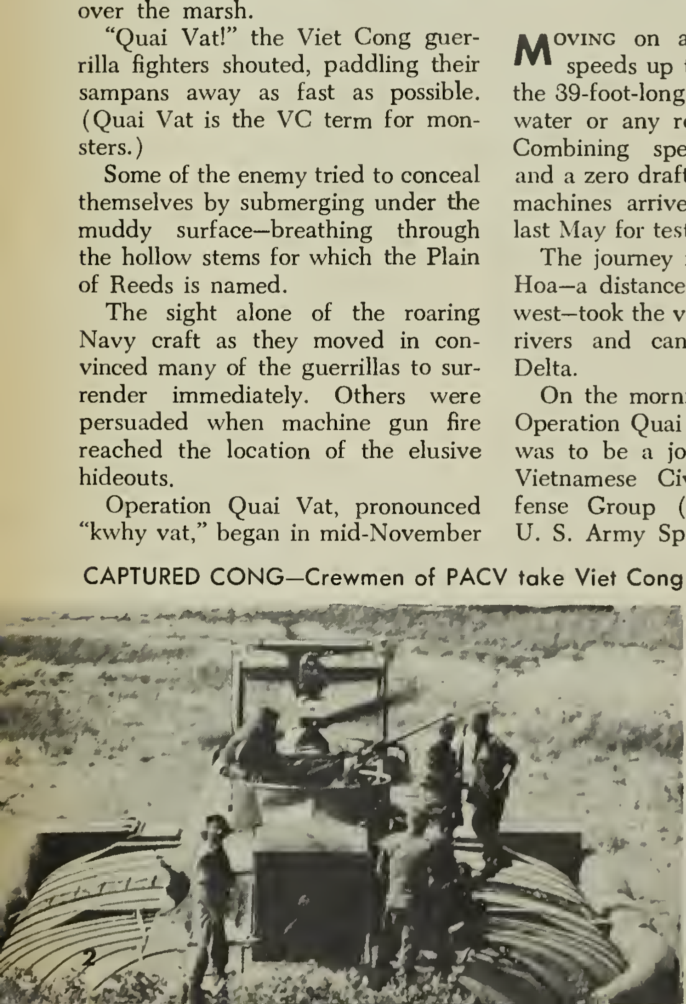
FANNING OUT from the base at Moc Hoa, the PACVs worked closely with the aerial gunships—the UH-1B *Huey* helicopters. Equipped with dual machine guns themselves, the hovercraft swept across the swampy fields looking for "black pajamas."

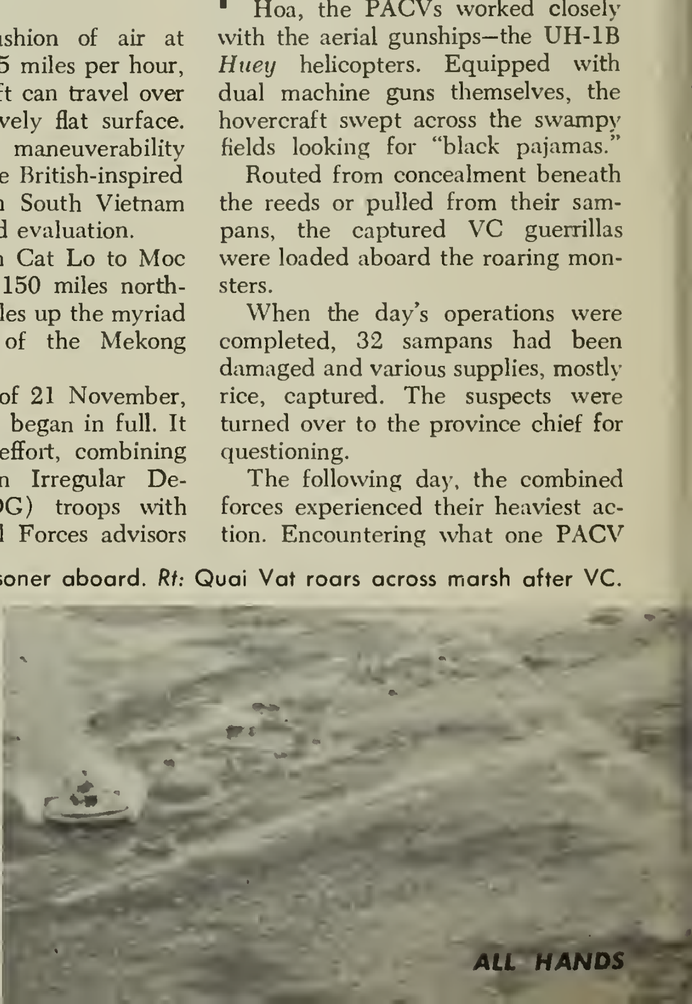
Routed from concealment beneath the reeds or pulled from their sampans, the captured VC guerrillas were loaded aboard the roaring monsters.

When the day's operations were completed, 32 sampans had been damaged and various supplies, mostly rice, captured. The suspects were turned over to the province chief for questioning.

The following day, the combined forces experienced their heaviest action. Encountering what one PACV

CAPTURED CONG—Crewmen of PACV take Viet Cong prisoner aboard. *Rt:* Quai Vat roars across marsh after VC.





# of Reeds

TEAMED TOGETHER—Navy copters become aerial eyes for crew of the 'mechanical monsters' as they hunt the enemy.

operator described as a "flotilla of enemy sampans," the PACVs and gunships successfully blocked the VC escape routes as CIDG/Special Forces troops were airlifted to comb the area.

Some days later, in an area some 16 miles south of Moc Hoa, the PACV Division commanding officer, Lieutenant Kenneth H. Luenser, reported a number of the enemy killed and a group of Viet Cong taken prisoner by his three craft.

At the end of the Operation Quai Vat, Lieutenant Commander Charles H. Billings, officer in tactical command of the PACVs in the operation, commented on his participation.

"It was an unusual experience directing the PACV operations—in rice paddies." As a naval officer, he added, "I couldn't help feeling a little funny about being 60 miles inland." —Bob Martin, LTJG, USN

RIDING HIGH—Patrol Air Cushion Vehicle skims across the Plain of Reeds. *Below:* Officers-in-charge of PACVs make plans for the day's operations.

ASW TRAINING—

School with Electronic

THE FLEET Antisubmarine Warfare School at San Diego has been teaching ASW tactics to Navymen since 1939. Back in those days the school was located at the San Diego Destroyer Base and offered only one course—Underwater Sound Tactics and Sonar Equipment Operation. Students could complete their classroom study in two weeks and receive all the practical at-sea training they needed in five.

Training and the school, however, have changed considerably since 1939. The school now occupies about 30 acres of land dotted with World War II buildings, liberally sprinkled with newer structures of glass, concrete and glazed brick.

The Tactical Trainer Building is one of the latest additions to the school. It is the last word in ASW electronics and its equipment is reminiscent of scenery in a science fiction movie. Two trainers are housed in the new building. One teaches enlisted crewmembers to seek and hear their invisible and silent enemy. The other teaches command personnel to make the decisions which destroy the enemy.

The enlisted men for ASW crews receive their education through the electronic gear they will use at sea. Other electronic devices produce for them the actions of the enemy submarines which are out to sink their ship.

Still other machines analyze the effectiveness of the students' actions. Machines also tell the students whether or not their efforts in combating their enemy were successful.

ALL THESE TEACHING DEVICES are combined in the Surface Ship ASW Attack Trainer. Electronically, the trainer takes enlisted crewmen through the steps of searching out the enemy and attacking him. By observing basic ASW procedures, and operating ASW equipment in different situations, individuals are converted into well disciplined teams.

The attack trainer looks and acts like the major operational compartments and equipment of an honest-to-goodness ASW ship. The students learn how the equipment functions as well as its responses to target detection, fire control solution and launching and tracking weapons. In addition, the trainer evaluates the tactical situation on which the students are working.

The ASW Trainer's statistics are, in themselves, rather impressive. It occupies more than 3000 square feet of floor space which is divided into six operating areas: conning station, combat information center, underwater battery plot, problem critique and display room, launcher captain's control station and the computer projection equipment room.

ASW attack problems center in

FLAG PLOT—Students learn by operating complicated gear in command center, a part of Coordinated Tactics trainer.

Brains

the Underwater Battery Plot (UBP). Here the students work with realistic mockups of fire control equipment, sonar and their associated communications equipment.

Submarine targets are searched out and all stations are notified when one is found. The student can attack the target using *Asroc*, over-the-side torpedoes or a *Dash* vehicle.

With the help of computers, the student can select the weapons system best suited to the problem and fire the weapon. Computers then keep the target in sight and send the ASW weapon on a collision course.

IN THE COMBAT INFORMATION CENTER, the student can see the overall tactical situation just as if the situation were real. Everything is there—the plot and status boards, read reckoning tracer, two radar repeater units, a *Dash* controller unit, plotter and a fiddle board which contains communications, course, speed and wind indicators, control indicator and the ASW alarm.

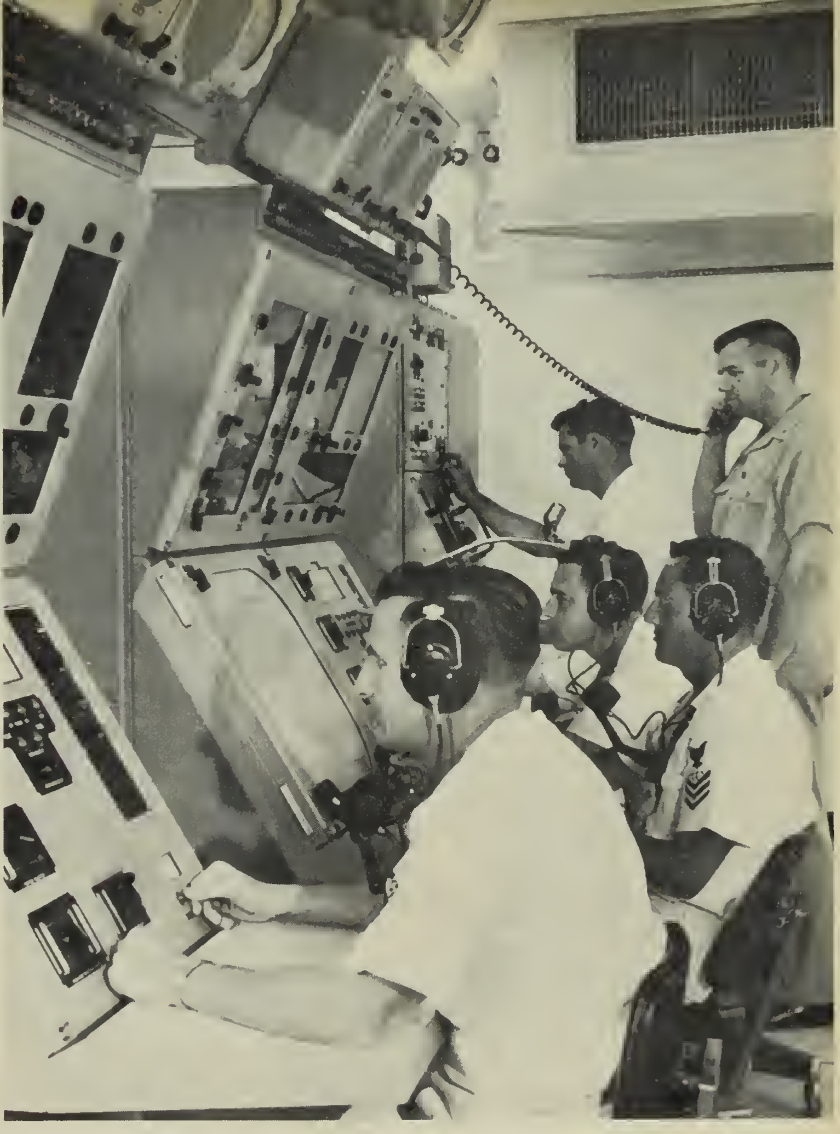
Here students observe their own ships and other vessels as well as the planes which take part in the problem.

The range bearing of the submarines is reported from sonar in UB Plot while information on surface vessels is furnished by radar. A plotter shows the relationship of the sonar target, *Dash* and the students' ship.

In the conning station, a student officer of the deck directs the movement of his ship and maintains communications with other trainer stations by radio-telephone or internal communications circuits. He also monitors the positions of the ASW forces and the target and approves firing weapons in UB Plot.

In the launcher captain's control station, the student learns the use of the control panel which includes safety procedures and supplies information on the *Asroc* missile. The launcher captain can also position the launcher, select a launcher cell, select a missile or torpedo and complete auxiliary firing.

WHEN AN ELECTRONIC *Dash* leaves the imaginary ship, it is at first controlled from the instruc-



LIKE REAL—'Attack' is carried out in Underwater Battery Plot room of surface ship attack trainer. *Below:* Training complex is housed in modern building.

MOCK BATTLE between ships and enemy sub is projected on screen at ASW school. *Rt:* The School's new mess hall.

tor's console. When it is in the range of the ship's CIC radar screen, its control is turned over to the student *Dash* controller in CIC. The operator watches the position of *Dash* in relationship to the target. At the proper moment, he drops the helicopter's weapon and vectors the *Dash* back to a point near the ship.

While the problem is in progress, support units are controlled from the instructor's console where they are represented as destroyers or cruisers. The instructor operates his electronic ships within the limits of the problem to teach the students ASW tactical maneuvers in support of their own ship.

Three support aircraft are also employed. They may be either fixed or rotary wing craft and, as with the ships, the instructor's control fixes their course, speed and also the altitude, usually complying with instructions from the air controller in the students' CIC. The support aircraft provide training in coordinating air-sea ASW tactics.

THE TWO TARGET SUBMARINES can be either conventional or nuclear-propelled. Their course, speed and depth are also controlled at the instructor's console to give the students as hard a time as possible.

The instructor can see the entire problem as it progresses by means of an automatic projection system and an eight-foot-square screen located in the problem critique and display room. An audience of 40 persons can also see the problem in progress in the display room.

The master instructor may, if he wishes, use either or both of two information display systems to monitor the problem as it progresses. With the indicators, he can observe

VIEW FROM THE TOP—Instructors' consoles operate the trainer. Screens in background show progress of exercise.

the results of his own movement orders to the submarine, aircraft and support units. When the students' ship has delivered the weapon, the instructor can measure its effectiveness and a computer tells him whether the enemy has been sunk.

THE TRAINER FOR COMMAND PERSONNEL is a separate entity occupying 40 rooms filled with electronic data processing and display equipment. The rooms, which are grouped around a 400-seat auditorium, are interconnected with 800,000 feet of cable. The electronic hardware in the trainer includes about 25,000 transistors, 100,000 diodes and one-half million other electronic elements.

The command centers of ships and aircraft which make up the ASW task force are reproduced in the rooms surrounding the auditorium. Normal communications and sensing devices such as radar, sonar, electronic countermeasures and others usually found in a ship or aircraft are the only link connecting the control centers.

Students using the trainer work out their own solutions to situations the instructor gives them. None of the solutions are predetermined; they all depend upon the actions of the enemy submarine which the instructor controls by choosing its speed, climb, dive and its surfaced periscope and snorkel—just as if it were the real thing.

The students respond to the enemy sub's action with the correct speed, range and maneuvering capability of each ship and aircraft in the task force.

Only the instructor and the observers in the auditorium can see the progress of all elements involved in the problem which is shown on three screens. One screen shows the over-all view of the entire battle area. The other two can show close-ups of action in selected areas.

The students have an opportunity to evaluate their actions when a tape recording of the exercise is played back after the problem is completed.

The Fleet ASW School operates as an activity of PacFleet's Training Command, and illustrates the demands made on the modern Navyman in the electronic era of the sea service.

The Training Command's proud motto: "Our Alumni Man the Fleet."

SWALLOWED—YFU enters well deck of LSD for supply run to Dong Ha.

YFUs and LSD Form Piggy-Back Express

Three Navy Yard Freight Utility cargo vessels from Da Nang recently sailed 90 miles up the coast of South Vietnam without touching the water.

It all started with the monsoon season.

The YFUs were the primary source of supply for Marines near the Demilitarized Zone. However, the rough seas prevalent during the monsoon rains made the 90-mile voyage between Da Nang and the supply point at Dong Ha extremely hazardous for the small, flat-bottomed craft.

Another method of cargo transportation had to be found—but shallow draft YFUs had to be used for the five-mile trip up the shallow, sandbar-dotted Cau Viet River.

The solution—carry the craft in a Landing Ship, Dock. The LSD, an amphibious assault ship, has a large open area below the main deck, known as the well deck. It has the ability to flood the well deck so that smaller vessels may enter. When the water is pumped out of the LSD, the smaller vessels rest on the well deck.

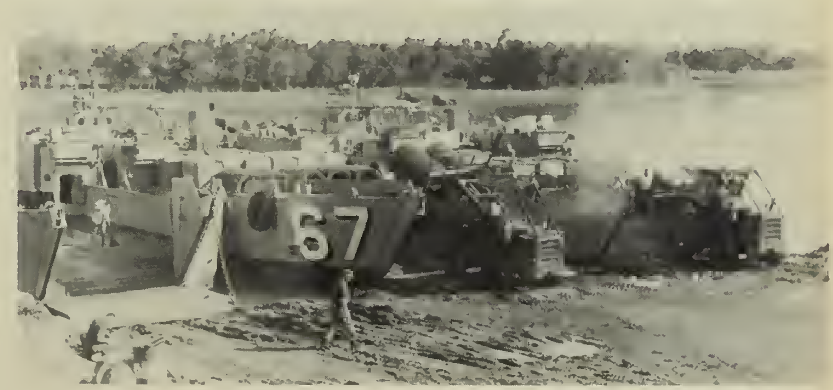
This time, however, NavSuppAct Da Nang used an LSD for the purpose of carrying supply vessels. The YFUs were docked in the well deck of USS *Comstock* (LSD 19). They sat high and dry while the larger ship plowed through the rough seas.

When *Comstock* reached the mouth of the Cau Viet River, the YFUs were put back in the water for their trip upriver to Dong Ha.

Since the idea worked so well, the LSD was assigned to make frequent shuttle runs between Da Nang and the Cau Viet River, to take cargo-laden boats up and bring empty boats back.

—Photos by Dale Pitman, JO3, USN

FOR THE TROOPS—Fork lifts unload supplies from YFUs after river trip.



This Is SEA Duty -- In

On the second deck of the Bureau of Naval Personnel headquarters building, there's a master chief petty officer whose assignment is official SEA duty.

And he's far from misplaced.

He is Master Chief Gunner's Mate Delbert Defrece Black, the Chief of Naval Personnel's newly selected Senior Enlisted Advisor (SEA).

His selection to fill the SEA position, counterpart of the sergeant major offices of the other Armed Service organizations, was made from a field of 11 outstanding master chief petty officers.

The Chief of Naval Personnel announced the SEA selection to the public on 13 January during ceremonies at the San Diego Naval Training Center.

The first official function performed by Chief Black in his new post was reviewing the troops. In this case, the troops were the recruits of the Center.

If, during the review, Chief Black had trouble swallowing at times, it would be understandable. He has come a long way since, 26 years ago this month, he was marching on this same parade ground as a recruit, immensely proud of his new status and, at the same time, trying desperately to keep in step.

INSTALLATION—Navy's first Senior Enlisted Advisor is congratulated by VADM Benedict J. Semmes, Jr., Chief of Naval Personnel.

It was his first return to San Diego since he graduated from basic training in 1941. Therefore, largely because of this, San Diego appeared the most appropriate site for the announcement and ceremony symbolizing the chief's rise from the bottom to the top, so to speak.

Now the pageantry is over and Chief Black is busily getting acquainted with his office and primary responsibility as the Bureau's righthand enlisted man to solve enlisted retention problems.

In doing so, he will serve all enlisted men and women as their direct line of communication to the Chief of Naval Personnel. In other words, SEA will be basically concerned with the retention problem as it pertains to enlisted personnel and will do all within reason to make the Navy as attractive as possible for them.

This will involve dealing mainly with proposed policy changes as they are received from enlisted men and women in the Fleet and Shore Establishment. Policy changes recommended by them will be reviewed by SEA who will forward those with merit together, with his own suggestions as to how these changes might be made, to the Chief of Naval Personnel.

On occasion, SEA will also be concerned with helping to find solutions to individual queries which otherwise may not have been fully solved via normal chain of command procedures.

SEA will have direct access to the various branches and offices within the Bureau and Navy Department which will aid him in finding solutions to such queries. More often, however, he will be able to refer an individual to specific rules and regulations for guidance. Keep in

SEA SALUTES REVIEW—Senior Enlisted Advisor Black returns salute of Recruit Brigade at NTC, San Diego, Calif.

Person

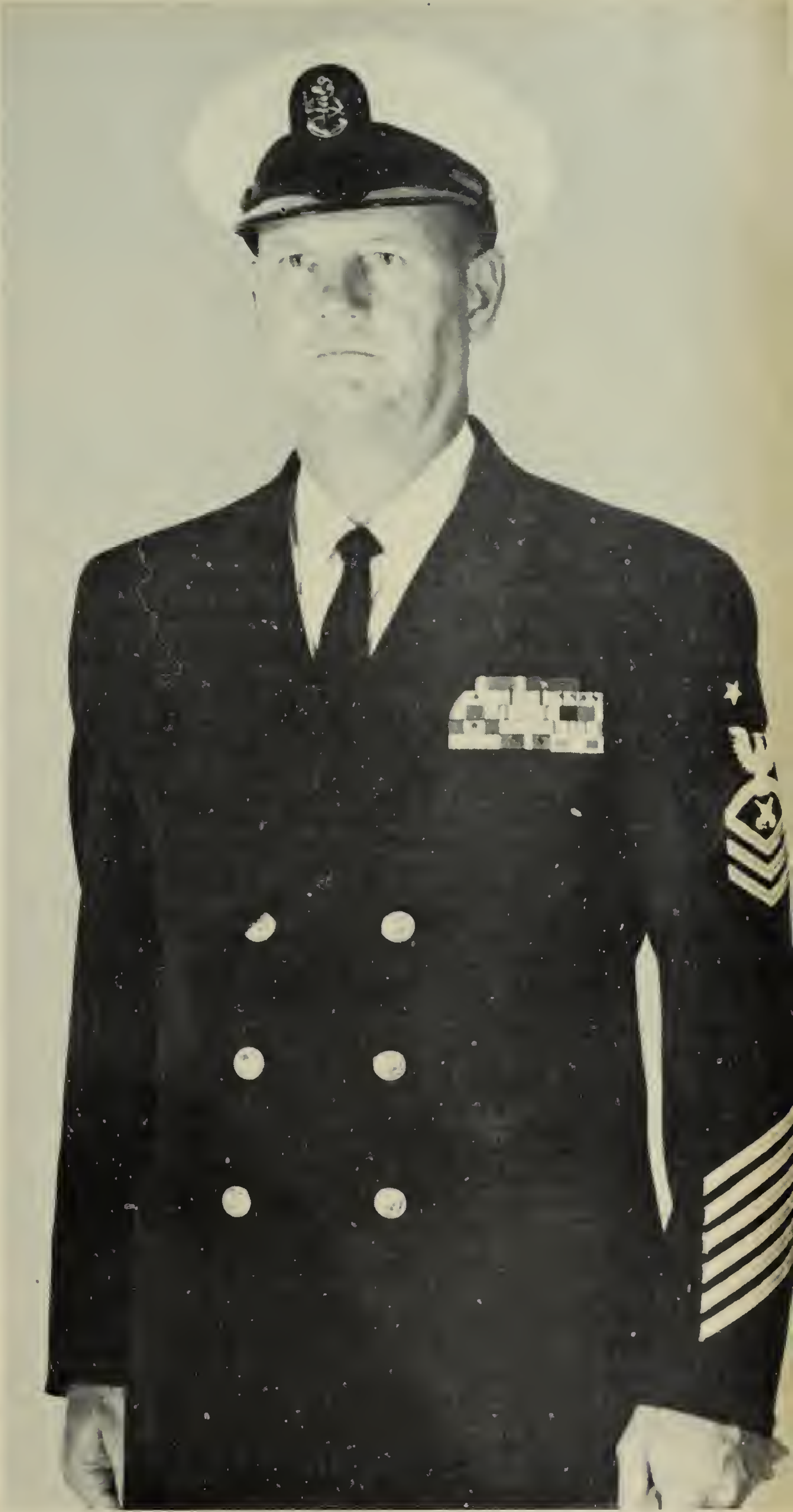
mind that the primary role of SEA is to help place your ideas before policy makers. That's the main reason he's assigned under the Chief of Naval Personnel rather than, for example, the Chief of Naval Operations.

Whenever enlisted personnel are passing through the Washington area en route to new duty stations or on leave, they are encouraged to stop in the Bureau for a visit with SEA. Sometimes a personal chat rather than a letter can be more valuable to both parties.

ONE POINT should be made clear. SEA is not a decision maker. He is an advisor—the Navyman's top enlisted advisor. When an instance arises whereby an individual's specific question or request cannot be answered for lack of information from a branch or office within the Bureau, then SEA will personally approach the Chief of Naval Personnel and the two of them will try and solve the problem and reach a decision.

Not all of SEA's duties will be conducted in Washington. On occasion he is expected to travel, probably with the Navy's Inspector General, which will give him an opportunity to remain close to the people throughout the Navy. In this

SEA was boot at San Diego NTC.



EM'S TOP MAN—Master Chief Gunner's Mate Delbert D. Black will serve as the enlisted man's direct line of communication to Chief of Naval Personnel.

LAST AND FIRST—*USS Independence* (CVA 62) was last ship SEA served aboard. He left in July '66. *Below:* First sea duty was aboard *USS Maryland* (BB 46).

way he will be able to keep in touch with current situations and to talk directly to sailors and Waves.

In addition, he will represent the Navy's enlisted ranks at high-level ceremonies the world over.

THE IDEA OF SEA was born from the Secretary of the Navy's Retention Task Force. Of the thousands of suggestions received from Navymen, many expressed concern over a lack of a direct link between the Navy Department and the individual sailor. Therefore, the groundwork was laid to satisfy this need by the establishment of a leading chief petty officer of the Navy.

After considerable planning and discussion, the initial selection of SEA began last September, when BuPers solicited from the Fleet and shore activities nominees for the post.

When these names were received at the Bureau, the E-8 and E-9 Selection Board had the task of choosing the best 10 of those nominated. However, during this process, the Board received the additional nomination of a man with exceptional qualifications, so the final field was increased to 11 (the 11th man turned out to be within the top three in the final selection).

The final selection was made by a rear admiral, two captains and a lieutenant commander appointed by the Chief of Naval Personnel.

Each of the records of the candidates was reviewed in great detail. Factors such as total years' experience, range of duty assignments at sea and ashore, and whether or not the individual had seen duty in both oceans were taken into consideration.

The board also took into account each man's combat experience, his background in relation to education, extra community activities over the years, physical bearing and appearance in general, comments from various commanding officers and, of major importance, his family.

By 10 November the board had managed to cut the number of nominees down to three. In as many days, these men's records were again reviewed, after which it was decided by a unanimous vote: Master Chief Gunner's Mate Black, 44, of Ardmore, Okla., would be the Navy's first Senior Enlisted Advisor.

CHIEF BLACK counsels seaman while Chief Master-at-Arms at Fleet Anti-Air Warfare Training Center.

IN THE MEANTIME, the Chief of Naval Personnel invited Chief Black and his wife, the former Ima Nesmith for a personal interview in Washington.

"At that time," recalls the senior board member, "the Blacks were unaware that the Chief was our choice. However, after the interview, Mrs. Black turned to us and said that even if her husband wasn't selected, 'he still is the best chief in the Navy'."

With this kind of support behind him, Chief Black surely can't help but be successful as the Navy enlisted man's top kick.

By the same token, Mrs. Black might be considered a natural as Mrs. SEA since she herself was a first class Storekeeper Wave during part of and following World War II. Also, since she and her husband were married 17 years ago, Mrs. Black, who came from Corton, Ala., has been active in many Navy Wives Clubs and associated organizations. Her last membership was with the Wives Club in Dam Neck, Va.

It was there Chief Black received word of his SEA selection. He was the Chief Master-at-Arms for the Fleet Anti-Air Warfare Training Center.

Like many of his assignments, it was brief. He had been with that command only since last July. Before then Chief Black served aboard the carrier USS *Independence* (CVA 62) in the Pacific.

HIS FIRST SEA DUTY began in the spring of 1941 aboard the battleship USS *Maryland* (BB 46). Six months later, while the ship was tied up along battleship row at Pearl Harbor, he was mess cooking when *Maryland* received two hits during the Japanese attack. Fortunately, he was uninjured and rode the ship back to the States where she was repaired.

Throughout the remainder of World War II, the chief continued to serve on the battleship, which sustained three more hits—one torpedo and two suicide planes.

Maryland earned seven battle stars in World War II. The actions for which she received these awards read like chapter headings in the history of the war in the Pacific. They included Pearl Harbor-Midway, and operations at Gilbert Islands, Marshall Islands, Marianas, Western Caroline Islands, Leyte and Okinawa-Gunto.

Following the war, Chief Black was transferred back to Pearl Harbor for about six months and then received orders to the escort ship USS *Doyle C. Barnes* (DE 353) at Shanghai, China. When the ship returned to the U. S. and was placed out of commission, he was transferred to the Naval Air Base at Samar in the Philippines.

Shortly thereafter, the base was decommissioned and he was sent to the Naval Base, Sangley Point, P. I. In 1948, he returned to the States and reported aboard the carrier USS *Boxer* (CV 21) and later the carrier *Antietam* (CVS 36).

From *Antietam* he was temporarily assigned to Gunner's Mate B School in Washington, D. C., where he and his wife were married. After completing the school, the chief returned to his ship and then reported back to the Nation's capital where he was assigned to the Ceremonial Guard.

When the Korean crisis broke out, the chief was transferred to the ship repair facility at Yokosuka, Japan, where he remained for three years. Then in 1953, he returned to Washington to attend the Gunner's Mate School again before joining the destroyer USS *Brush* (DD 745) at Long Beach.

Chief Black rode *Brush* for more than a year, after which he was assigned to GM "C" School—Mark 108 rocket launchers—at Great Lakes. Following this training he reported to the destroyer USS *Carpenter* (DD 825) at Pearl Harbor. Later, through a reenlistment agreement, he was able to switch fleets and reported to the frigate USS *Norfolk* (DL 1) at Norfolk.

About a year later, he was picked up on Seavey and began a tour of shore duty as a Navy recruiter in Shelby, Tenn. This branch was closed five months later, so he was reassigned as the petty officer in charge of the recruiting branch at Columbia, Tenn. This proved to be his longest tour ashore to date.

Returning to sea duty, Chief Black reported aboard the Sixth Fleet flagship USS *Springfield* (CLG 7) in Marseilles, France. It was from this command cruiser that he was transferred to the carrier USS *Independence* (CVA 62) and then to Dam Neck.

SEA OF SMILES—Everybody's happy in Senior Chief Advisor's family. This includes Master Chief Gunner's Mate D. D. Black, wife Ima and their son Donny.

There has hardly been time for him to get his SEA legs at the Bureau, but Chief Black has clear ideas concerning the significance of his mission.

"I've always thought since this suggestion (SEA) first emerged from the Retention Task Force that it is one of the more important steps taken by the Navy. It's long overdue . . . as a line of communication between the enlisted man and the Bureau of Naval Personnel."

Chief Black believes that only too often an enlisted man is reluctant to voice his true opinion when he goes through the chain of command with suggestions or personal problems. "This," according to the Chief, "is because a man feels that, at times, too many people wrap up his ideas in red tape. As a result, a man simply won't write.

"However, with a direct line of communication such as SEA, a man will be more likely to come forth with a suggestion he believes in. Some men may feel also that their suggestions are just too limited or insignificant to be earth-shattering. This is not necessarily true. When you can coordinate information from many people, you can begin to detect patterns; you can begin to realize why they do, or do not, reenlist. I'm sure their comments and suggestions will have a great influence on the future shape of the Navy."

NEW HELPER—Chief Black and VADM B. J. Semmes, Jr., appear at reviewing stand after installation.

It is anticipated that Chief Black will soon have his SEA desk piled high with correspondence, all of which will receive a reply. He will undoubtedly earn his E-9 pay, plus the $150 per month pro pay that goes with the job. This adds up to about $11,000 annually.

BuPers hopes the increased $150 will become a regular part of SEA's paycheck, of which a portion often must be used to offset personal expenses while serving his senior enlisted tour.

Although the exact length of the SEA tour at the Bureau has not been established, it is thought at this time it will be in the neighborhood of from three to four years.

—Marc Whetstone, JOC, USN.

ADVISOR AT WORK—American military advisor in Vietnam puts his training to work while interrogating a villager.

Where to Go for Good

DUTY IN a counterinsurgency environment is among the most demanding the Navy has to offer. The life is complicated, and often has more than its share of hazards. The man assigned such a billet can use all the good advice he can get.

Coronado is a good place to get it.

The U.S. Naval Amphibious School, Coronado, Calif., offers one of the Navy's two courses in counterinsurgency. (It carries the title of Counterinsurgency Pre-Deployment Course, and runs 12 weeks.) On the campus of the Amphib School, Navymen enroute to Southeast Asia prepare for the problems they will face in their new assignment.

The course helps prepare the student for his assignment in a foreign country as a member of a MAAG/Mission, of a mobile training team or as an advisor.

The Navyman is instructed in various subjects to help him operate efficiently in an insurgency environment, and to understand the people of the country to which he will be assigned, as well as the language of the people, so that he will be able to use his previously acquired technical skills.

The curriculum begins with four weeks of academic training. The prospective advisors attend lectures, films, demonstrations, discussions and conferences. Like students everywhere, they must take and pass numerous examinations.

MOST OF THE staff instructors have completed tours of advisor duty in Vietnam. The only three who have not are political science experts who teach the socio-political subjects. Occasional presentations are made by guest speakers who are familiar with some aspects of counterinsurgency.

The amphibious school employs one of the Navy's few psychological operations instructors. He is Lieutenant (jg) William T. Criswell, a graduate of the psychological operations course at Fort Bragg, N. C. Among the subjects he covers in his classroom is the "cold war."

"Basically the cold war is a conflict of ideologies," he explains. "Our students must appreciate the fact that you cannot beat an idea with a weapon. You must have a better idea."

LTJG Criswell's lectures include a discussion of those factors of human behavior which are affected by propaganda. Examples include "attitude formation" and the mechanics of attitude change.

LTJG Criswell also teaches a related subject, interrogation. In Vietnam, for example, the advisor must frequently question five categories of people: friendly civilian, neutral civilian, hostile civilian, uneducated partisan and hard core Viet Cong. The trick is to discover the category without alienating a possible friendly subject.

THE KNOWLEDGE of other subjects also is helpful. The religion of a country to which a Navyman is sent is one of these subjects. Religion and family are the two most important

PERTINENT QUESTIONS are asked of instructor during a class on base defense.

subjects in the life of a Vietnamese villager, so an understanding of both is valuable in helping the advisor to work harmoniously with his Vietnamese associates.

The course syllabus calls for discussions of the social and political aspects in the country under study. To cite Vietnam as an example again, the strategies are analyzed, both from the viewpoint of the insurgents and the defenders.

Advisor students study American heritage and the factors which influence cultures. They then review the philosophical concepts which affect the freedom of man in organized society.

Of the subjects included in the curriculum, many have obvious practical value for the prospective advisor. One such course is taught by Chief Boatswain's Mate Robert Boyle. As a former advisor with the River Assault Group, Chief Boyle is an expert on the subject of boobytraps, and a past master on how to avoid or disarm them.

"An important part of staying alive in an insurgency environment is knowing how to recognize and neutralize traps and firing devices," his lecture goes. "You could run into one at any time or place."

Advice

The school is not without training aids on the subject. Students have the opportunity to study the large display of traps maintained at Coronado. Most are simple but effective. Commonplace objects which can be rigged with explosives include books, flashlights, cigarette packages, pen sets, house furnishings and foodstuffs.

Viet Cong traps are usually marked in some way with red. This almost international warning is used to alert their own people to the danger.

The instructors emphasize the tactics and strategies involved in operations, such as the establishment of roadblocks and avoidance of ambushes. They also outline the safety precautions to be used when vehicles or boats are captured and have to be searched.

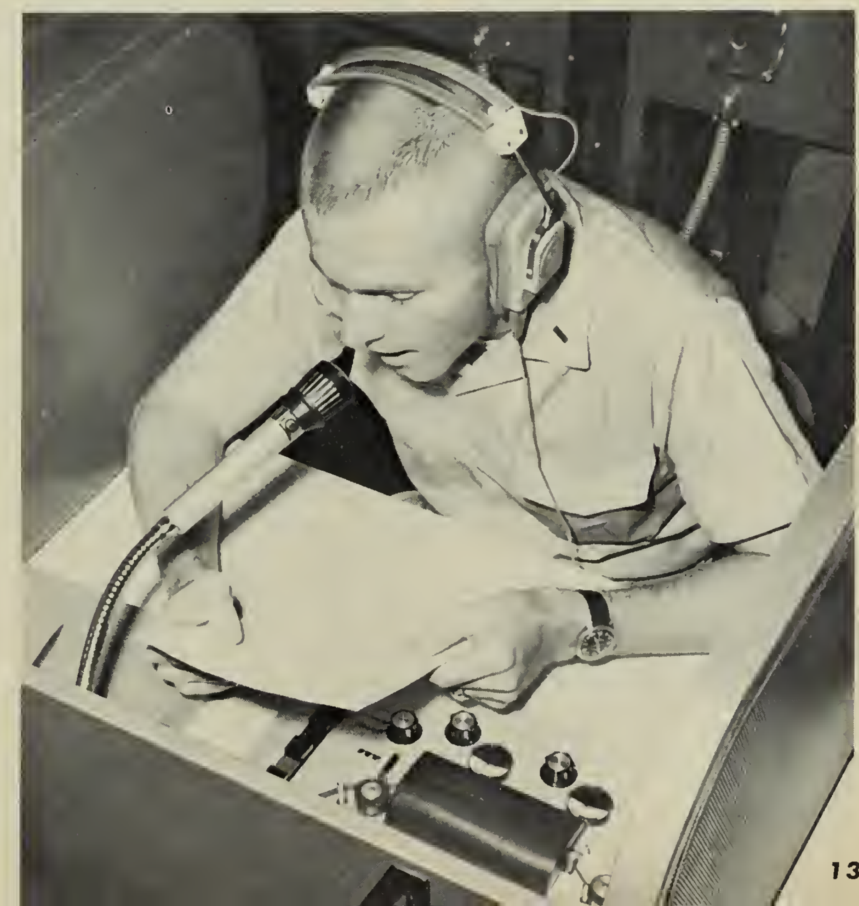
Other studies include base defense and foot-patrol procedures, map reading, river navigation and piloting. Intelligence and the counterintelligence operations receive concentrated attention.

AFTER FOUR WEEKS in the classroom the students are ready to graduate to field training.

On the school's firing range they become proficient with a variety of weapons, including the .45-caliber pistol, the M-1 rifle and carbine, the M-16 rifle, .30- and .50-caliber machine guns, the M-14 rifle using the NATO round, the M-3 "grease" gun and various mortars. They spend hours disassembling, assembling, snapping in and firing each weapon.

At the beginning of the sixth week the class moves on to functional field training. For this phase of their education, the men go to an isolated area at the Camp Pendleton Marine Corps Base where they will try their hand

VIETNAMESE VOWELS—Student uses tape recorder for practice speaking and listening to a playback during language training. He will learn 400-600 words.



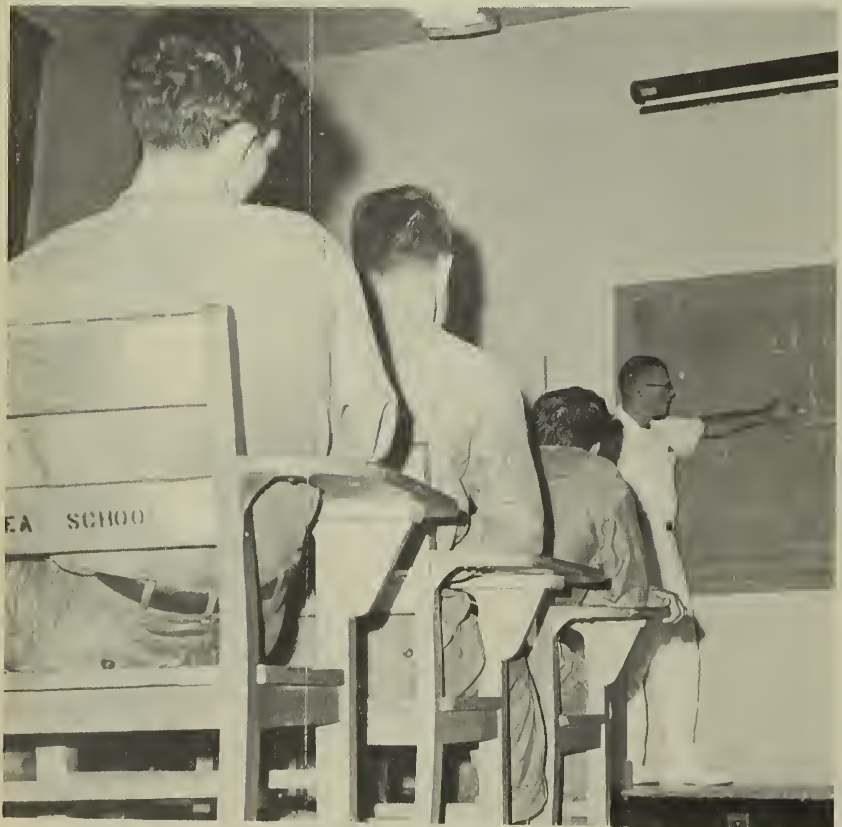
ESCAPE TUNNEL from hut in mock village is guarded by student during his field training. *Rt:* Junk force at work.

at counterinsurgency operations under the most realistic conditions the Navy can devise.

The exercise begins when the trainees carry out an operation against a suspected Viet Cong-controlled village. The resistance is formidable—the "enemy" consists of counterinsurgency instructors and men from Seal Team One.

The class is transported to an area about three miles from the village, then left on its own. Using patrol systems and land navigation learned in the classroom, the students must find their way to the village and, once there, commence their seize-and-search mission. As a rule this includes warding off frequent attacks and ambushes by the VC.

CHALK TALK—Counterinsurgency instructor at Little Creek talks in classroom.



After the students have established contact with the villagers, they search for the enemy—being careful not to intimidate possibly friendly villagers. The trainees know that, in the actual assignments, the villagers must eventually learn to trust the advisors and look to them for fair treatment and protection from the guerrillas.

Once the village has been occupied, the next problem is to hold it. Defenses are established and patrolling is commenced. Both sides have been indoctrinated in the planning and execution of ambushes.

During the nights there are simulated VC attempts to infiltrate the camp and harass the friendly forces. The "enemy" usually does an excellent job of keeping everyone awake and on edge.

At the week's end the aggressors attack the village. If the advisors are successful in defending the area and the "citizens" living there, all is well. If they are not successful, they know that in a real-life situation the civilians would consider their former assurances false. Under such circumstances one would expect them to desert or go over to the enemy.

When the seventh week begins the students are farmed out to the Fleet Airborne Electronics Training Unit, Pacific. For a short time they return to the classroom to study the Code of Conduct, the Geneva Conventions, survival techniques under different climatic conditions, evasion

BOATS rendezvous off Vietnam coast.

and escape procedures, resistance to interrogation and prisoner-of-war camp organization.

Various methods of interrogation and demoralization used by the enemy are actually tried out on the students, with survival instructors attempting to "break" the prisoners to elicit information from them.

AN UNDERSTANDING of the people and an ability to talk to them in a friendly manner is of the utmost importance in a counterinsurgency environment.

To be successful, the U. S. advisor in Vietnam, for example, must have at least a basic knowledge of the Vietnamese language. Consequently, the final weeks of training are devoted to linguistics.

This section of the course is taught by instructors from the American Language and Culture Institute of New York. In five weeks of study the student usually picks up a vocabulary of 400 to 600 words, which is enough for basic communication. The relatively small vocabulary also provides a foundation for further improvement once the advisor reaches his overseas assignment.

IF THE GRADUATE of the counterinsurgency school is headed for Vietnam, he may see duty with the Vietnamese Navy's River Force, Junk Force, Sea Force or other U. S. or Vietnam units.

CONCENTRATION—Officer listens intently to instructor of map reading class.

The River Force operates in the country's numerous waterways and canals. Its primary purpose is to transport combat troops and supplies and to furnish gunfire support for RVN or U. S. units. Advisors assigned to the River Force usually act as coordinators for RAG, ARVN and U. S. units in their areas.

The Vietnamese Sea Force performs coastal surveillance and patrols and provides an increasing amount of gunfire support. U. S. naval officers ride the Sea Force ships as instructors, advisors and key men in logistics procurement.

ADVISOR wearing authorized Vietnamese Junk Force beret studies charts of South Vietnamese coastline.

A third component to which a Navy advisor may be assigned is the Junk Force. With Junk Force units an advisor's duties may include defense of the more remote and primitive bases, training and patrolling.

No matter to which force a Navy advisor is assigned, he will probably live the daily life of the local citizenry. Advisors eat native food, live in the same quarters or ships, and work alongside their counterparts. Effectiveness depends almost entirely upon the degree of cooperation between the two nationalities, so the advisor's study of the people can pay big dividends.

The counterinsurgency course was established in March 1965 and the first class began a few months later. About nine classes are scheduled each year.

—R. P. Benjamin, JO1, USN

How Do

WHAT'S that book you're reading, Pop?"

"It's *The Origin of a Species,* son. It's about computers—written by one, in fact. One of the newer models, I understand."

This conversation may never take place but, if it does, you can safely bet the United States Navy will be prominently mentioned in the origin of computers. The Navy was a pioneer in their use, and the ubiquity of computers today testifies to their effectiveness. It would, in fact, be impossible to operate today's Navy (or almost any large organization) without them.

It's easy to see why computers are such essential items these days when you consider the speed of travel and the violence with which information explodes around us.

High speeds are today calculated in terms of the speed of sound. Paper records are multiplying at a rate of about a million new documents

You Pronounce ADP?

a minute; 250 billion pages and 62 million file cabinets a year. The sum total of the world knowledge (which took millenniums to double the first time) has, in our time, doubled and redoubled.

Obviously, new methods had to be employed to keep pace with our mobility and our information. The answer lay in the computer.

The first computer used by the Navy occupied an enormous amount of floor space. It was a mass of circuits and vacuum tubes which required frequent and expensive maintenance.

Even with these shortcomings, however, it was of immense value to the Navy. It has long since been supplanted by second generation computers and automatic data processing machines—that spells ADP.

Their work has grown as the years have passed. Today computers can aim a missile to destroy a target traveling at almost incredible speed. Other computers keep abreast of mountains of Navy supply, personnel and other paperwork.

The computer may well be one of the most important machines ever invented. To many, it seems at least as intelligent as man. What passes for intelligence in a computer, however, is simply speed and the lack of a subconscious into which facts can sink beyond easy retrieval.

The computers with which Navymen work nowadays are simply electronic files which can store a huge amount of data, retrieve it upon command and convert it into information management can use to make decisions.

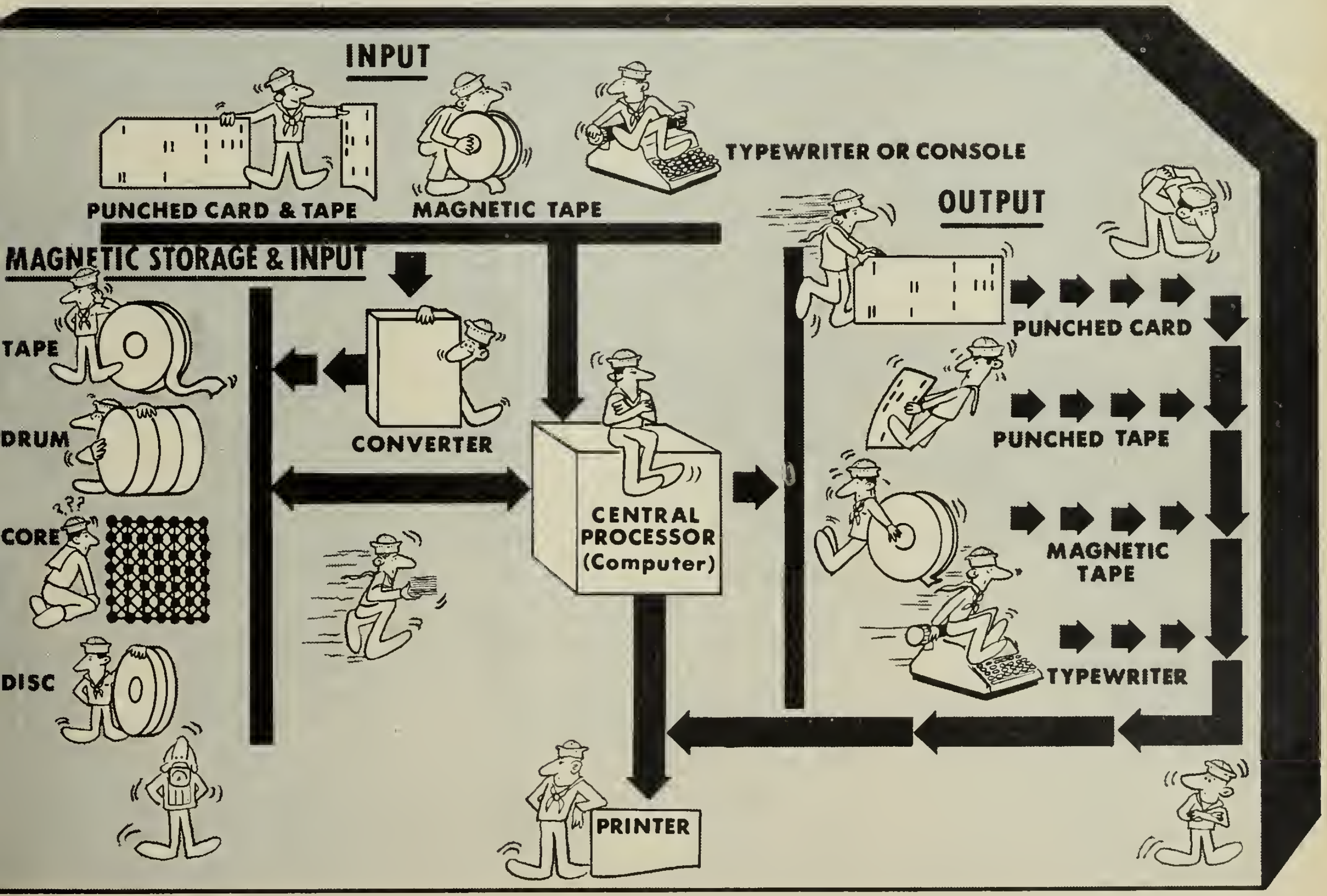
Far from being a brain, the second generation computer is a hardworking idiot. It can't think and it can't reason. It does only what the person programing it instructs it to do. The computer's value lies in its rapid production of information.

Generally speaking there are two kinds of computers—*analog* and *digital*. Although the two types share physical characteristics, their work is different. The analog computer is frequently used in scientific and engineering work. Digital computers are used principally for business data processing.

An analog computer deals principally in forces—voltages and the like. It uses logarithms to solve its problems. A digital computer, on the other hand, is basically a counting machine similar to the common adding machine accountants have had on their desks for years.

A digital computer can add and subtract but it must divide through the process of subtraction and multiply through the process of addition. It sometimes fools people into thinking it is smart simply because it is fast.

It can, in fact, multiply (by adding) two six-digit numbers as fast



as most people can mentally add two and two.

Generally speaking, a digital computer has three sections: *input equipment; a central processor;* and *output equipment.*

The input devices can be typewriters, console keyboards, card readers, punched tape readers, magnetic tape or optical scanner. The computer converts the holes in punched cards or paper tape or the magnetized coating on magnetic tape into electrical impulses that become numbers or letters to the machine.

Information can be taken into a computer at widely varying rates. Example: 2000 cards per minute by a card reader to more than 200,000 characters a second directly from magnetic tape.

A set of instructions called a program tells the computer what to do with these letters and numbers. The computer then prints the results of its actions; makes a new set of punched cards or paper tape; or stores the information as recorded data on a new magnetic tape.

Most of this information is fed into storage units from which the computer can recall it when it is needed. The storage devices are magnetized drums, cores, discs or tapes.

THE CENTRAL PROCESSOR is the mathematical heart of the computer. Computer arithmetic is done in three ways. They are called *binary, decimal* and *alphanumeric* systems.

The binary system uses a series of ones and zeroes to represent all data. It is the most difficult of all three methods to use and to program but it is particularly useful in handling complex engineering problems. The decimal system is similar to the binary except that it uses digits zero through nine.

The alphanumeric method is the simplest of the three and is used principally in data processing. When the programer uses the alphanumeric system, he can give instructions to the computer in both letters and numbers.

Programers can, in fact, use a kind of English to communicate with the computer. An example of computer language: COBOL—it means common business oriented language.

The central processor is versatile and can take data from all input devices, sometimes taking it from two or more sources at one time. After the central processor makes its calculations, it returns new data to storage or feeds it to printers. It may even summarize data in new cards and tapes through the use of output machines.

OUTPUT DEVICES are, as the name implies, machines which let you see what the computer has done. They put the computer's information in usable form and they do it rapidly. Some printers, in fact, type information at the rate of 1000 lines a minute.

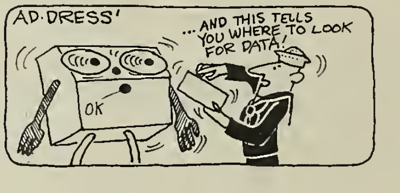
Information that is usable varies from place to place and from situation to situation. The Bureau of Naval Personnel, for example, may expect its computers to produce lists of Navymen in certain billets or with specified skills—to mention only two among dozens of possibilities.

Such tasks are comparatively easy for computers and, after being programed, can be done rapidly.

If Your Fancy Leans Toward

Here is a glossary of terms you will need when talking about computers. They aren't words you run into every day of the year but, with the importance of computers increasing, it will pay to know them.

Access Time—The time it takes the computer to find data it has stored. It also means the time it takes to transfer data from cards, tapes or keyboards into the storage area.


AD·DRESS'
...AND THIS TELLS YOU WHERE TO LOOK FOR DATA!
OK

Address—The way you tell the computer where to look for data it has stored.

Add time—The time it takes the computer to add two figures, once it finds them in storage.

Alphanumeric System—One of three numbering systems. Based on the decimal numbering system, it lets the programs be written in letters and numbers instead of numbers only. It's the easiest of the three systems to use.

Assemble—To integrate sub-routines and routines into a program in machine language.

Asynchronous—The computer starts working on a second operation without being told that the first one is finished.

Auxiliary Drum—An extra storage place for data when the main computer storage is full.

Binary System—One of the three numbering languages which are understood by digital computers. It's a system where all data is represented by a series of ones and zeroes, called bits. The position of each bit has a specific numerical value. When the bits are put together in sequence, they form machine words which represent the numerical value of the word.

Bit—Either a one or a zero in the binary numbering system.

Block—A group of machine words or instructions used as a single unit telling the computer to read, write or transmit.

Buffer Storage—A storage device used to compensate for the different rates of speed between machines when transferring data from one section of a computer system to another.

Character—A number, letter, sign or punctuation mark.

A·SYN'CHRO·NOUS
...AND IT STARTS THE SECOND OPERATION WITHOUT BEING TOLD TO DO SO!

Code—The language of the program and the computer.

Computer—The central processor of a system. It's a high speed calculating unit that can take instructions and data and perform a series of arithmetic operations without outside intervention.

Command—Signals that tell the

Speed, in fact, is the computer's stock in trade. It can make lightning calculations which will account for pitch, roll and other factors, then accurately aim a ship's guns.

A computer will calculate the trajectory of a missile in the twinkling of an eye—a job completely out of the question for slow manpower.

In today's Navy, the computer is found everywhere. It sometimes teaches Navymen through relatively simple devices which ask questions then accept correct answers and reject wrong ones. It is employed in the complex trainers used at San Diego by ASW sailors and at Charleston by *Polaris* men. At both installations, naval battles can be fought electronically by students manning the devices found in ships. Computers analyze the results.

It is, in fact, impossible to imagine the modern Navy without computers. In addition to their advantages in coping with speed and paperwork, computers are needed to solve oceanographic problems and to make intricate computations based upon their memory of marine factors.

Navy weathermen employ computers to learn the probable results of one set of meteorological factors working upon another. To the Navyman interested in his pay and allotments, it takes no imagination at all to conjure visions of the fiscal chaos which would result without computers.

The development and the application of computers up to the present has been extraordinary, but it is a safe bet that today's computers

Big Figures, Better Learn These Terms...

computer to do one step in the program.

Console—The main control center of the computer system.

Central Unit—The section of the computer that regulates the transfer of all data and calculations in the computer.

Core Storage—A storage device made up of thousands of pinhead size magnetizable ceramics (ferrites) shaped like doughnuts that are wired together. When magnetized they hold data.

Decimal System—One of the three numbering systems. It is similar to the binary system, but the programing is done with digits zero through nine. It's a less complicated system to program and understand.

Disc Storage—Records similar to phonograph records magnetized to hold data. Records hold thousands of characters of data. See "Juke-Box Storage."

Drum Storage—A cylinder with magnetic tracks or bands around it. Each track holds many characters of data.

Erase—To destroy data left on any magnetic storage device.

External Memory—A storage place for data outside the computer.

Externally Stored Program—A logical sequence of instructions filed outside the computer.

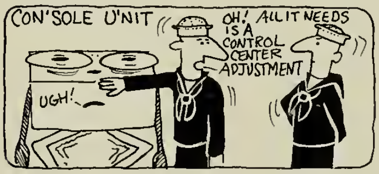
Fixed Point Arithmetic—The programmer does not have to designate the location of decimal points since the programming system requires all numbers to have the same decimal places.

Floating Point Arithmetic—The programer must designate the location of decimal points. The computer uses numbers with different decimal point locations, automatically compensating for the difference in locations of the decimal points.

Flow Diagram—A chart showing all the logical steps in processing data.

Head—An electromagnet used to write or read data on magnetic tapes or drums.

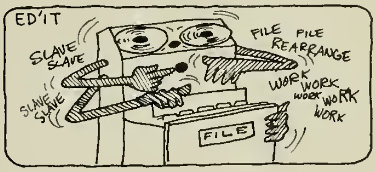
Instruction Address—An order combining both the "what to do" with the "where to find." It tells the computer where to find a number in storage, what calculations to do with the number, then where to put the result—either in storage or an accumulating register. Instruction addresses may combine several "things to do" or "where to put," and may tell the computer what instructions are coming next.


CON'SOLE U'NIT
OH! ALL IT NEEDS IS A CONTROL CENTER ADJUSTMENT
UGH!

Internally Stored Program—A logical sequence of instructions filed inside the computer telling it what to do.

Juke-Box Storage—A file of magnetized discs that hold data. The computer can select and play a disc like a phonograph record.

Library—A collection of fully tested standard programs.



Machine Word—The unit of information which the computer handles in each transfer of data. It is made up of any number of binary bits, decimal digits or alphanumeric characters, depending on the design of the computer.

Merge—Putting two or more groups of information together in proper sequence to form a combined group of data.

No-Address Instruction—An order to do something the computer can do without first consulting its memory.

Off-Line Operation—When machines are not hooked directly to the computer, but work on data for the computer.

On-Line Operation—When machines feed data directly to the computer; when the computer feeds data directly to output machines.

Parallel Operations—The transfer of data within a computer whereby

(continued on next page.)

BuPers Computers Expedite Personnel Actions

will seem primitive when compared to the computers now under development.

The computers we know today are not tremendously large but neither are they small. Future computers will be packed into incomparably smaller spaces.

TODAY'S integrated circuits represented a tremendous advance in miniaturization when they were new. Tomorrow, however, silicon chips will replace the integrated circuit.

A silicon chip is one-tenth of an inch square and contains circuits equal to 16 radio circuits. Fifty such chips would about cover a man's fingernail. With such miniaturization, tomorrow's computers will not only take up much less space than today's models, they will be more rugged and probably will cost less.

The computers of today are fast but tomorrow's models will measure their cycle speed in billionths of a second. Memory units no larger than a baseball will permit an organization as large as the Navy to have a common data base instead of parceling information among several computers, numerous libraries and hosts of people.

Whereas today's computer deals in numbers and/or letters, tomorrow's computer will be able to read much as you do. Even today, a computer can read up to a hundred different type faces at a reasonable rate of speed. Physicists are also experimenting with models which can read handwriting.

In addition to the input devices now used in computers, the human voice will be added with such refinements as the ability to distinguish between the voices of its questioners. The computer will tell nobody secrets unless the questioner has a need to know.

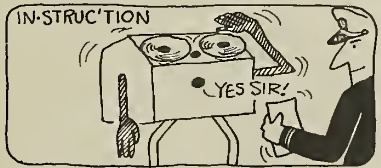
ALTHOUGH the computers of today are actually idiots who simply repeat on cue what they have been told, the computers of tomorrow will be able to learn. Even now, there are models which can profit from their mistakes and, within limits, improve their performance.

The computer now under development promises to be easily portable, overcoming one big drawback of the earlier product. It will also be able to program and repair itself.

Although it's probably silly to expect a computer to compose a treatise on its origin, we can only manage a nervous giggle. Computers have already composed a poem and written a news release. Neither was very good but who yet knows the limit to which a computer can be programed?—**Robert Neil**

Talking the Language of the Machine (Cont.)

all digits, or parts of words, are handled at the same time. It also means the computer's ability to do two or more operations at the same time.



Parity—A self-checking method the computer uses to insure accuracy of all data being worked on.

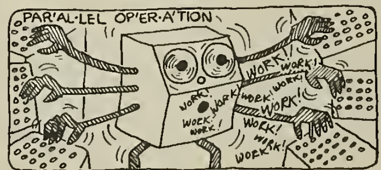
Patch—Substituting or adding a section of a program to correct an error or alter the program.

Program—A sequence of steps that the computer follows to process data.

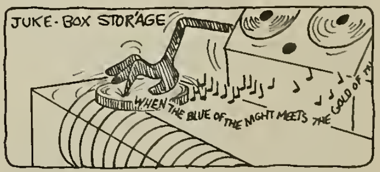
Programmer—The person who writes out the sequence of steps that tells the computer what to do.

Random Access—The ability of the computer to find stored data anywhere in storage without searching through all storage locations.

Register—A temporary collection device that holds numbers while they are being worked on. A register in a computer works like the dials on a calculator; it tells the computer what the new totals are. Computers may have several registers for different types of data.


PAR'AL·LEL OP'ER·A'TION
WORK!
WORK!
WORK!
WORK!
WORK!
WORK!
WORK!
WORK!
WORK!
WORK!

Storage Capacity—The amount of data, in machine language, that the computer can hold in its electronic file cabinets.


JUKE·BOX STORAGE
WHEN THE BLUE OF THE NIGHT MEETS THE GOLD OF TH

Storage Unit—Any device that holds data for the computer.

Variable Word—A machine word that does not have to be made up of a prescribed number of bits, digits or characters.

Word—A set of digits, characters or bits contained in a single storage location. That's computer talk.

On Project Management

How important is the computer to the Navy, and to what extent has the Navy put it to use?

The answer to this question comes from the Secretary of the Navy himself, the Honorable Paul H. Nitze, who included a discussion of the subject in a speech he was making recently for members of the Fleet Reserve.

Here are excerpts from SecNav Nitze's speech, pointing up the role of computerized project management of personnel in the sea service's electronic era.

Honorable Paul H. Nitze
Secretary of the Navy

IN MEETING our new challenges, the Navy has taken a new approach to personnel administration which calls for an over-all attack on our problems. Project management, so successful in getting the job done in our technical areas, has been utilized to help us in the personnel field, as it has in the hardware field.

Project management allows us to employ computerized analysis and control techniques in the personnel field.

We are accustomed to joking about the computer. And we like to think that it can make mistakes too, as indeed it can. You have all heard the story about the 17-year-old seaman whose IBM card was stepped on by someone in golf shoes, and he was promoted to captain. BuPers assures me that this never was the case.

But, just consider the volume of information which we must record quickly and retrieve rapidly. It would be impossible to manage by manual systems alone in the Navy and Marine Corps of today.

Each year the Navy enlists 100,000 new men. The Marines recruit another 40,000, ordinarily. But, this last year alone, they also enlisted 100,000 because of the Vietnam commitment. The Navy gains 10,000 new officers each year; the Marines, normally another 3000 (last year they doubled this figure).

In the past two years, our onboard strength in the Navy increased by 10 per cent; in the Marines, over 30 per cent. In both services there are a total of over 3000 sets of change-of-station orders issued every day. At any given time, we have about 140,000 people engaged in some kind of formal skills training.

ONLY A COMPUTER system could digest the mass of information generated by such activity and account for it on an individual basis. Instances of misassignment are decreasing, and the appropriate distribution of trained personnel is being speeded up.

Through the use of automatic data processing, we can search practically the entire Navy and Marine Corps population to find a particular skill. And we can consider all qualified candidates quickly and impartially.

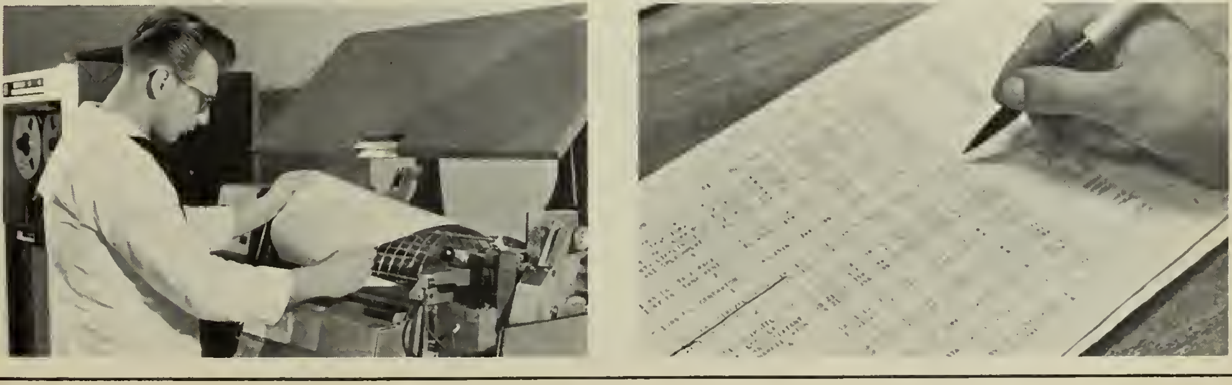
Finally, we are improving personnel planning through the use of computers. The time saved allows us to consider many more alternatives in solving personnel problems. I can assure you that the plans are much better than they were in the past.

The introduction of increasingly complex electronic equipment into the Fleet presents a continuing challenge.

We are now using the project management approach in eight major areas which the Bureau of Naval Personnel has identified, where special personnel approaches are required and a full-time project manager has been designated for each. The areas are Submarines, Antisubmarine Warfare, Anti-Air Warfare, Nuclear Power, Command and Control, Ratings, Aircraft, and Automatic Data Processing.

Each manager is expected to achieve a specialized planning, guidance, monitoring coordination, and controlled personnel plan. I emphasize the word "specialized" —tailored to fit the needs of the Navy and the abilities and skills of individuals.

Computer Answers Personnel Problem and Gives Status of Job on Repair Ship



THREE OF A KIND—Shackelford twins watch older brother at work. *Right:* Senior Chief Kuhn gives CPO hat to son.

Everything's Relative

WHEN Richard Murrey Brownell was promoted to Chief Yeoman, he was carrying on a long-standing family tradition. His father, Theodore Brownell, retired from the Navy in 1952, after 32 years of service. He too, was a chief yeoman.

What's more, one of the ancestors of the Brownell family tree is Commodore Matthew Perry who, in the 1850s, made a significant contribution to history by inducing Japan to establish communications and trade with the western world.

And if that isn't enough to qualify Chief Brownell as a man of Navy heritage, we might point out that the inscription on the Brownell family coat of arms means "Seafaring Family." The coat of arms has been traced back to 16th century England —right in the middle of the days when the English were becoming a great sea power.

Perhaps not many of today's sailors can claim a background like that, but many can (and do) lay claim to a Navy family heritage of some sort. There are sets of twins, brothers, father-son duos and many other combinations which all add up to a tradition, no matter how small.

Here's how some of today's Navymen carry on their family traditions:

- On 5 Dec 1966, the Brennan family gathered at a Detroit Reserve Training Center to witness the enlistment ceremony of brothers Michael and Timothy Brennan. Three older brothers present were Judge Vincent J. Brennan (USN, 1950-54), Gerald P. (USN, 1953-61) and Joseph F. (USN, 1956-64).

Another brother, Lieutenant William J. Brennan, has been on active duty since 1952.

- Roger L. Myers, PN3, spends a lot of time typing reenlistment papers aboard USS *Proteus* (AS 19), but with one set he took extra care. They were for his father, Alfred L., a chief electronics technician. The pair have served together aboard the tender since 1964.

FOLLOWING SUIT—Richard Brownell follows father as Chief Yeoman. Naval tradition in Brownell family dates back nearly four centuries.

- A set of three brothers Nolan was completed when Timothy R., AE3, reported to Point Mugu, Calif., for duty in 1965. Brother Vernon, AE2, began the series in 1963. A year later, Jerry, AE1, reported aboard.

The Nolans work in the Naval Missile Center's Targets Department. Between them they have almost 30 years of service.

- The Watkins family will long remember the month of June 1966. On 2 June, Captain Nelson P. Watkins relinquished command of Naval Amphibious Base, Little Creek, Va., and retired from active service after a 29-year career. A few minutes later, he presented his sword to his son, Midshipman Clayton Watkins.

Six days later, young Watkins graduated from the U.S. Naval Academy, was commissioned an Ensign and embarked on his own Navy career.

- Aboard USS *Patrick Henry* (SSBN 599), William E. Britt, MTC(SS), reenlisted for the sixth time in a dual ceremony. The other participant, his son, William E., Jr.,

SUPPORTING HANDS—VA-113 has four pairs of brothers.

NAVY'S PAIR of Buchanans served together in Vietnam.

In the Navy

signed on for his initial enlistment and became a third-generation Navyman.

• Another third-generation sailor is William D. Wedlund, who was sworn in by his father, Lieutenant Commander Wayne F. Wedlund. He not only follows in his father's footsteps, but those of his mother and grandfather as well.

Mrs. Wedlund served as a Wave from 1942 to 1944. Her father, Noah J. Taylor, became a Navy Seebee during World War II, after Silver Star-winning service in the Army during World War I.

• Ensign Ann Shaw gave a new twist to the story of the father reenlisting his son when she came aboard USS *America* (CVA 66) to perform the reenlistment ceremony for her father, Edwin Shaw, PRC.

After she signed the contract, Miss Shaw put down the pen, burst into a big smile and unceremoniously planted a big kiss on her father's cheek.

• USS *Vesole* (DD 878) claims to have more brothers on board than any other general purpose destroyer in the Navy. There are seven pairs.

• The old game of "follow the leader" seems to be an avocation of the Buchanan brothers.

When Fred, the younger of the pair, left basic training in 1963, he

SAME SUIT FOR THREE GENERATIONS—Douglas L. Wilcombe served during World War I as Navy Quartermaster 1st Class. His son, James E., Sr., served in World War II amphibious operations, was CO of LSM 546 in Korea and retired from the Naval Reserve in 1962 with the rank of commander. James E. Wilcombe, Jr., enlisted in 1965, completed basic training in San Diego and a Navy school in Memphis. He is now aboard *USS Kitty Hawk.*

Douglas Lathrop Wilcombe

James Everett Wilcombe, Sr.

James Everett Wilcombe, Jr.

TWO SUITS—Billy McKee and wife Karen get "We Are A Navy Family" stickers.

asked for orders to NAS Cecil Field, Fla., where brother Herman worked. He got them. Then, when Herman was transferred to NAS Key West early in 1964, Fred requested sea duty and was ordered to USS *Weatherford* (PC 618), home port—you guessed it.

A couple of years later, Herman received orders to Saigon. Fred, who already had orders to Newport, R. I., requested a change and received a new set, to ComNavForVietnam.

Then, due for transfer last December, Fred extended his tour in Saigon until February so he could go home with his brother.

- Norrie and George Gardiner have served in the Navy in two generations. In 1923, George joined the Navy and became a radioman. Then in 1930, brother Norrie enlisted. Both served in the Asiatic Theater.

George stayed on as a career man, while Norrie got out after six years. Then Norrie reenlisted after Pearl Harbor was attacked. Before he received orders, word came that George was missing in action.

After the war, Norrie was discharged again.

As the years passed, Norrie's two sons, Norrie and George (named for their father and uncle), came of age. Young Norrie joined the Naval Air Reserve and his dad enlisted in the Seabee Reserve.

After finishing high school, young Norrie went on active duty. He is now attending Pharmacy School.

George enlisted in the Navy in 1965. He is now aboard USS *Winston* (AKA 94), serving in the same area as his father and uncle did.

VULNERABLE—Don Flakes got commission from OCS a month after wife Nanette.

The elder Norrie Gardiner is still in the Seabee unit in a pay status.

- Another claim to fame is put forth by USS *George Washington Carver* (SSBN 656). It seems that *Carver* claims the only father-son chief petty officer combination in the submarine service.

Senior Chief Electronics Technician Raymond R. Kuhn, Sr., is the senior enlisted man in *Carver's* Blue Crew. The 22-year veteran proudly watched a recent ceremony in which Raymond R., Jr., was advanced to chief aboard the sub.

- The three Buc brothers, Robert L., Gerald G. and William J., all have something in common besides their presence in the Navy. All three are lieutenant commanders, all are former enlisted men and all gained commissions after flight training.

- Marine twins Terry and Jerry German also got into the brother act by joining the Corps together after high school. They've maintained a certain amount of duplicity in their careers and have set a fine example along the way.

Upon completion of basic training, the pair was selected for training in electronics. They graduated first and second in their class. Then both were selected for the Navy Enlisted Scientific Education Program (NESEP). Jerry enrolled at Stanford and Terry went to Penn State.

In 1964, the Germans were ordered to a summer platoon leader course, where each graduated at the head of his class.

When the twins completed college in 1965, they were commissioned. Since then the two have attended pre-flight training at Pensacola, and moved on to NAAS Saufley Field.

- Don and Nanette Flakes were the first husband-wife team to attend Officer Candidate School at Newport, R. I. After graduation and commissioning, they were sent to Navy Supply School, Athens, Ga.

Both come from military homes. Don's father was an Air Force master sergeant. Nanette's father is a retired Navy chief.

The only hitch in the duplicate careers so far as Don is concerned is that, due to the different systems used by the OCS courses for men and for women, Nanette outranks him by one month.

- July 16 is a great day for the Walls twins, Robert and Richard. That's their birthday. It's also the

MAKING HIS BID as Navy career man, LTJG J. Dennis Black serves aboard *USS Black* (DD 666), named for his father.

day in 1965 when Robert, the eldest by 20 minutes, was advanced to Chief Personnelman. It's also the day in 1966 when Richard was advanced to Chief Personnelman.

Chiefs Walls spent the first three years of their Navy careers together. Now, though they serve at separate activities, they maintain their twin billing by identical assignments. Both are members of classification mobilization inspection teams.

• John and Richard Rickman put a new twist on brotherhood—they are serving together for the first time in 24 years. Both are Master Chief Hospital Corpsmen. John is an assistant to the Fleet Medical Officer at CincLantFleet, while Richard is assistant to ServLant's medical officer. Both commands are in Norfolk, Va.

The pair entered the Navy in 1942, went through boot camp and hospital corpsman school together, then parted company. Richard served in the Atlantic Fleet, John in the Pacific.

John and Richard have six other brothers who have also joined the Navy. They are truly a Navy family.

• "I met someone you might know," wrote Lieutenant Commander Ronald E. Hillenbrand, DC, to his parents, "when our ship pulled into Pearl Harbor."

The man he met was his brother, Lieutenant Dennis G., also a Navy dentist. So, like good dentists and good brothers, the pair smiled for the cameraman with shining teeth.

So it seems Navy commands are often like poker hands—two pairs, three of a kind, or a full house.

—Kelly Gilbert, J02, USN

DEUCES—ENS Shaw re-upped Dad. *Rt:* Richard Walls eyes new hat with brother.

Below: Watkins sword stays in Navy. *Right:* Dowd signs Dowd as Dad watches.

LETTERS TO THE EDITOR

For Compressed Chiefs

Sir: I am looking for a reference stating that personnel who advance to a compressed level retain their original rating badge.

In my case, since I am a chief signalman, I compress to QMCS, and retain the crossed flags. (Or do I?) Is there a directive that clarifies this?—R. N. S., SMC, USN.

• *BuPers Notice 1140 of 14 Dec 1964 is the answer to your problem. It is intended that the present rating badges should suffice for identification of personnel advancing to compressed level.*

(For those who do not know what rating compression is, it's a combination of certain general ratings in pay grades E-8 and E-9. Men in lower pay grades may specialize, but as they attain the senior enlisted grades they must generalize and assume supervisory responsibility for a wider range of skills. In this instance, quartermasters and signalmen advance to chief quartermaster and chief signalman, but "compress" to senior and master chief quartermasters.)

A combination of the senior or master chief petty officer's stars and the specialty mark of his previous rating will identify the man with his new title. See All Hands, *October 1966, page 18, and October 1964, page 32.*—Ed.

Advancement Examination

Sir: May a nonrated man, assigned a job in one rating, take the advancement examination for a different rating?

In other words, may a man working in the deck force be required to take the exam for BM3 or may he be allowed to compete for a rating of his choice?—R. G., YN2, USN.

• *A nonrated man may strike for any rating within his normal path of advancement, providing his commanding officer concurs.*

If the Navyman assigned to the deck force is a non-designated seaman, he may strike for any rating in the normal path of advancement for a seaman—YN, DK, RM and so forth.

As a seaman he could not strike for an aviation rating, a construction rating or a medical rating. He would first have to change his rate to an AN, CN or HN.

It is important to remember that the recommendation of the commanding officer is a prerequsite for participation in any Navy-wide examination. If the seaman were recommended only for BM3, then he could take only the BM3 examination.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

As a general rule, however, the Navyman will have little difficulty earning a recommendation for advancement to any rating for which he is qualified —whether his qualification is based on practical training or after-hours study.

After all, if every seaman on the deck force were required to strike for the BM rating, that rating would soon be overmanned at the expense of other specialties which require a high percentage of petty officers.—Ed.

Duty Options

Sir: I have a question concerning my eligibility for duty assignment options which are given as reenlistment incentives. This subject is covered in BuPers Inst 1306.73A.

A friend of mine and I served a tour of active duty in the Reserves, then enlisted in the Regular Navy. Would we be eligible for benefits under this Instruction?—D. M. C., PN1, USN.

• *Let's put it this way—you're eligible if you are completing your first enlistment. If you have already begun your second enlistment, it is too late to exercise your option.*

The purpose of the Instruction (now incorporated in Chapter 27 of the "Enlisted Transfer Manual") is to encourage a second enlistment by offering duty assignment options. It makes no difference whether the first enlistment was served in the Regular Navy or as a Reservist on active duty.—Ed.

Who Shines the Bell?

Sir: Is there a naval regulation stating that the duty cook is to shine the ship's bell, or is that just a tradition?—J. F. B., QM2, USN.

• *An old Navy tradition has it that the ship's cook shines the ship's bell and the ship's bugler shines the ship's whistle. For all we know, this tradition may still be observed in some of the ships of this modern Navy.*

However, in normal practice, the ship's bell is maintained by a man of the ship's division charged with the unkeep of that part of the ship where the bell is located. Thus the bell-shining duty is usually given to a deck seaman, or quartermaster striker or signalman striker.—Ed.

Officer Retirement

Sir: I was commissioned a 6402 LDO ensign in January 1960. I was picked up for 1100 line officer as of 25 May 1966. My permanent date of rank is 1 Jul 1961. I had 20 years of service day for day on 22 Aug 1966 and my code is 51.

With this information, can you tell me if I can retire as an officer now without serving 10 years' commissioned service?—T. R. B., LT., USN.

• *You could retire as an officer with the service you now have but only for physical reasons.*

Terms under which officers, both temporary and permanent, can retire are outlined in BuPers Inst. 1811.1B. Insofar as voluntary retirement is concerned, a permanent Regular officer who has not completed 30 years of active service cannot be retired unless he has completed more than 20 years of active duty. At least 10 years of his active duty must be service as a commissioned officer.

This same instruction contains a wealth of other information concerning the mechanics of retirement and the computation of retired pay. Anyone contemplating retirement would do well to study it carefully.—Ed.

Subject of Peacoats Wears Well

Sir: I am a civilian working in the Pentagon with Navymen and have often seen them wearing the loose woolen coat they call peacoats. Where did the name peacoat derive from?—K. D.

• *We had to go waaaay back in our attempt to discover the origin of the peacoat, and found the most plausible explanation in the Oxford English Dictionary.*

It makes reference to the English word pee *(pronounced* py*) and its Dutch counterpart* pie *(later* pij *and* pije*) which were in use as early as the 14th Century.*

These words are defined as "a coat of coarse woollen stuff," used to make *seaman coats and jackets in the 1400s.*

The dictionary further states that the first element of the word pea-jacket is evidently the same as the pee usage in English which refers to pilot cloth, a coarse, stout kind of twilled blue cloth with a nap on one side. Sometimes this cloth was simply called p-cloth (for the initial letter of the word pilot) when made into men's coats worn chiefly in the 15th to 17th centuries.

However, the history of the term pee after the 17th century is obscure. The dictionary theory is that the combined form pea-jacket was derived either from pe- or py-gown or direct from the Dutch pij-jakker *(pea-jacket).*

By 1725 the word pea-jacket was in common usage. The earliest usage of the more modern form peacoat is cited in the dictionary as 1845.

Since then, of course, the material and style of the sailors' winter jacket has changed considerably. But, just as many of the Navy's original terms were carried from country to country and generation to generation, so has the term peacoat.

It appears that it's here to stay, traditionally.—Ed.

Emblem of Fouled Anchor

Sir: After combing through every available library source within reach, I have been unable to uncover the reason behind the Navy's adoption of the fouled anchor used as the official CPO emblem.

Why is the fouled anchor used, since it would seem to represent poor seamanship?—R. F. S., AMC/AP, usn (Ret.).

• *We did a little combing ourselves and were able to uncover the probable origin of the fouled anchor, but as for the reason for its adoption and use by the Navy . . . we can only quote regulations issued by the Secretary of War in June 1797.*

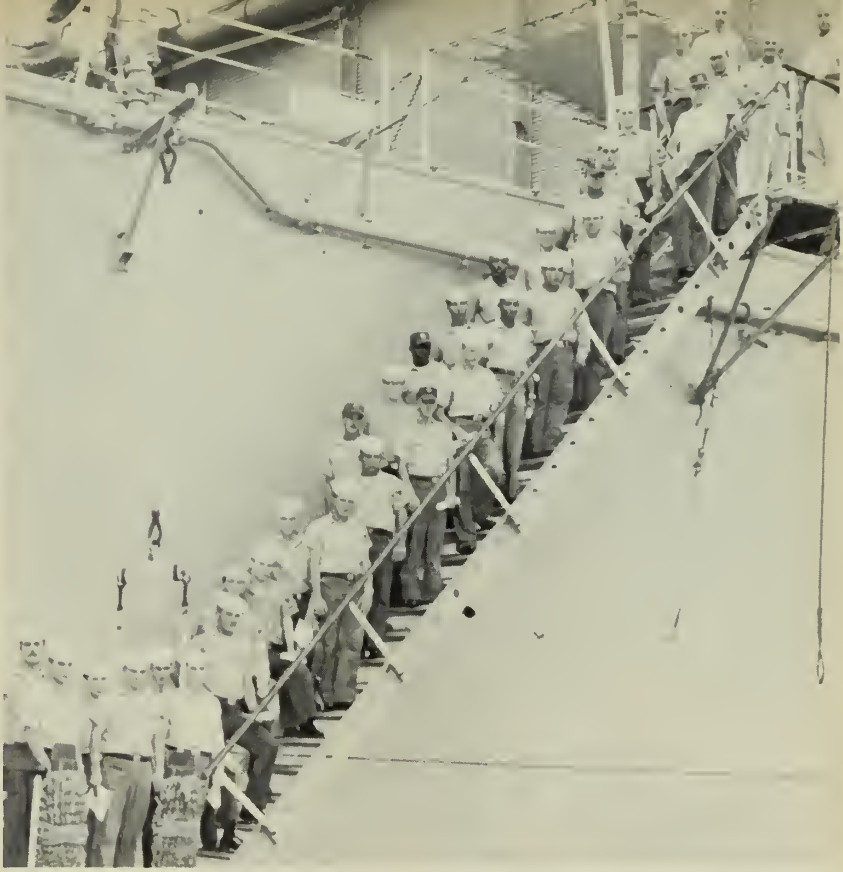
These regs provided for "a blue uniform with buff lapels with gold epaulets for the Captain and the buttons of yellow metal having a foul anchor and the American eagle on them."

While this was the first (to the best of our present knowledge) U. S. appearance of the foul anchor, it was not exactly a distinguishing mark nor insigne as we know it today.

It first appeared as a distinguishing emblem in 1830 when midshipmen wore on their collar a foul anchor embroidered in gold under the oak leaf and acorns. When they became passed midshipmen, the onchor was backed with a five-pointed star of white cloth on the collar.

There seems to have been no special reason for selecting the foul anchor in this case as the plain anchor was also used as a distinguishing mark at the same time.

According to a Royal Navy lieutenant, who some time ago wrote to All Hands: *"The foul anchor as a naval badge got its start as the seal of Lord Howard of Effingham, the Lord Admiral of England at the time of the defeat of the Spanish Armada in 1588."*



LADDER OF SUCCESS—Thirty men of *USS Salisbury Sound* (AV 13) get picture taken with advancement certificates received as result of August exams.

He told us further that it often happened in those days that the personal seal of a great officer of state was adopted as the seal of his office. This was apparently the case with the foul anchor, which still remains the official seal of the Lord High Admiral of Great Britain.

When the Lord High Admiral's office in the British Navy became part of the present Board of Admiralty some years back, the seal was retained—on buttons, official seals and cap badges, adds our RN reader.

This, of course, does not necessarily ocount for our Navy's adoption of the foul anchor but, as you know, many of our customs can be directly attributed to the influence of British naval traditions.

It would seem the foul anchor was among them.—Ed.

SHOW GOES ON—Trio aboard USS *Iwo Jima* (LPH 2) provides impromptu show for wounded off Vietnam coast.

Crazy About Dixie

Sir: As one of the original commissioning crew, articles concerning uss *Dixie* (AD 14) are of particular interest to me and the one which appeared last September in All Hands was no exception.

I served on board from April 1940 until August 1945. Only one plankowner remained behind after that draft of men left her after 42 and a half months of service.

Your article mentioned that *Dixie* was in San Diego when Pearl Harbor was attacked. Actually, she was in Mare Island Navy Yard for an annual overhaul, having returned from a tour of duty at Pearl Harbor.—P. K., Jr., SFC, usnr.

• Thanks for correcting us on *Dixie's* location. The information in

ALL THIS AND FINE CUISINE, TOO—USS America (CVA 66) crewmen smile as trays are filled with culinary delights by pretty mess cooks. Meal included Louisiana Shrimp a la Oeufs Remoulade, Marinated Tenderloin Steak Chivette, Baked Potato a la American, Petit Pois a la Francoise, Salade Fantasy and Strawberry and Peach Shortcake Glace. Meal was planned and supervised by Frank Farello, award-winning chef de cuisine at Norfolk restaurant. Five models served the meal and joined the men for dinner.

our story came from what newsmen usually term a reliable source. However, we can't argue with a plankowner—in fact, you weren't the only plankowner we heard from in this case.

Regardless of whether *Dixie* was in San Diego or at Mare Island on 7 Dec 1941, we were glad she was out of harm's way; otherwise, she might not have had such a felicitous 25th anniversary.—Ed.

Pay for Right Arm Ratings

Sir: Before the Career Compensation Act of 1949 (effective 1 October of that year), special monetary allowances were paid for certain special qualifications such as radar operator, turret captain, etc.

Were there ever any additional allowances paid to right arm ratings premised on their distinction and precedence?—J. D. T., MAC, USN.

• *Pay rates for the so-called right arm ratings comprising the seaman branch were once a little higher than some of the special branch ratings such as yeoman, pharmacist's mate, musician and ship's cook. The additional money, however, was an item of pay and not an allowance.*

This was true before June 1922 when each rating was classified in the seaman, artificer or special branch with separate pay scales for each. Possibly it might be stretching a point to say that the higher pay was premised on precedence, because the difference wasn't great nor was higher pay the rule in all cases.—Ed.

Conflict Is Sure She's First

Sir: It was gratifying to note in your November issue (page 7) the recognition you gave to the MINDIV 91 MSOs (not MOS, incidentally) for their role in Market Time operations. The list of collateral duties performed by these hard-working little ships was not submitted with tongue-in-cheek, I can assure you.

It may be of interest to your readers to note that USS *Conflict* (MSO 426) holds the distinction, I believe, of being the first MSO in Market Time to engage Viet Cong forces with fire from her main battery.

On the night of 17 Dec 1965, while operating in the area north of Vung Tau, she received an urgent call for gunfire support from units of Junk Division 31 which were under heavy machine gun fire from the beach at Point Kega.

Conflict proceeded to the scene of the action and engaged Viet Cong positions with her 40mm gun. Spotters reported that 90 per cent of the 560 rounds fired were on target during the one-hour engagement and that 12 fires were started on the beach. *Conflict* was subsequently credited with destroying seven buildings and killing 17 Viet Cong. The gunner during the action, Gunner's Mate Second Class T. E. McKelva, was later awarded the Navy Commendation Medal for his performance.—M. H. Kenyon, ENS, USN.

• *Thank you for your information concerning* Conflict's *outstanding performance, and for calling our attention to the transposition in the heading. The typographical error—MSO to MOS—eluded everyone through the final stages of publication.*—Ed.

Wash and Wear

Sir: Almost every day of the year, we see civilian clothes which are made of wash and wear fabrics. Why can't such fabrics be used in the manufacture of Navy whites?—A Navy Wife.

• *A Navy wife who has just finished laundering and pressing her husband's whites might well ask. Actually there is nothing in Navy regulations that prohibits the use of wash and wear fabrics for shore use.*

Inasmuch as the Navy is a seagoing operation, however, everything it issues must be geared to conditions aboard ship. New fabrics are constantly being evaluated by the Naval Supply Research and Development Facility at Bayonne, N. J. This facility has found that wash and wear fabrics are not yet suitable for Navy use at sea.—Ed.

Sure, They Can Reenlist

Sir: I am serving as career coordinator for a command of 1300 enlisted men. My job is to assist the Navy in its retention effort. There are times, however, when I feel somewhat discouraged because enlisted administrators take the attitude that a man isn't eligible unless there are specific regulations in black and white pertaining to each particular case.

Here are two examples of what I mean:

The first concerns an AE3, EAOS 29 Jun 1968, eligible for VRB times two. The man has been aboard for more than a year and wants to reenlist for four years for sea duty and VRB. By doing so, he is terminating his shore duty almost 20 months early and giving up travel pay and pay for unused leave.

The second example concerns an AZ3, EAOS 29 Aug 1967. This man has been aboard for more than one year and wants to reenlist for four years for sea duty only. He also is willing to sacrifice travel pay and pay for unused leave for sea duty. He is also terminating his shore duty about 10 months early.

Why can't these requests be honored? Why can't the Instructions go along with the STAR Program background. It would be to the Navy's advantage to retain these individuals and they want to reenlist. Why can't they do so now?—C. S. G., RM1, USN.

• *When you wrote your letter, policy as outlined in BuPers Inst. 1306.73A did make the men cited in your exam-*

ples ineligible for reassignment as a reenlistment.

However, this situation was changed in January. The program is now incorporated in Chapter 27 of the "Transfer Manual."

The AE3 you cited, with the EAOS of 29 Jun 1968, may submit his request now for reenlistment and transfer in June or July 1967. This will allow a six-month lead time to ensure orders are in hand before reenlistment.

The AZ3 you mentioned with the EAOS of 29 Aug 1967, already falls within the newly prescribed time limits and his request could be submitted now, if he wishes.

Requests must indicate the approximate date the applicant wants to reenlist, the transfer month he desires and should be submitted in time to allow orders to be written before his reenlistment.—Ed.

Early Outs to Attend College

Sir: A question has arisen concerning the early separation of Navymen for the purpose of attending college, and how a voluntary extension affects that separation.

An enlisted man in my unit has an extension in his record, which he signed so as to become eligible for advancement to E-5. He has requested a school cut under the provisions of BuPers Inst. 1910.12C, and is qualified in all respects.

Will he be required to let the extension go into effect even though the class convening date of his school is earlier than his normal EAOS?—J. R. W., PN3, usn.

• *Under the circumstances, the original separation date is irrelevant. What counts is the separation date as extended.*

In accordance with the pertinent regulation (which incidentally is now Article C-10306 of the "BuPers Manual," not the Instruction you quoted) a Navyman may receive early separation for school within three months of his enlistment as extended.

Since most extensions are for more than three months, the early separation date will seldom fall before the original EAOS. But if it does, so be it: The man may still receive his early separation, and in those instances the extension need not be made operative, but may be cancelled at the time he is separated.—Ed.

Civilian Clothing

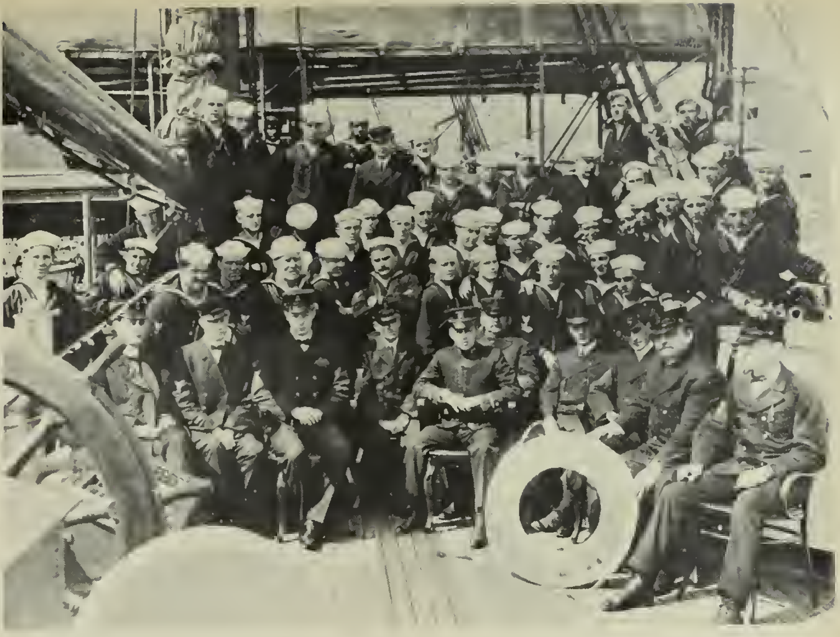
Sir: What regulations govern the wearing of civilian clothes by enlisted men when visiting foreign ports?

I realize regulations prohibit enlisted men from keeping civvies aboard ship—my question concerns men who wish to keep civilian clothes ashore and wear them while on liberty.

Also—if the civilian clothes policy is determined by command, is it necessary for enlisted men attached to an embarked staff to conform?—P. J. P., SM1, usn.

• *The policy concerning the wearing of civilian clothing while ashore in a foreign port is determined either by the senior officer present afloat or by the commanding officer, who is guided by general and specific directives of higher authority.*

As for the embarked staff: They must conform to the policy of the command. Article 0512 of "U. S. Navy Regulations" states in part, "In matters of general discipline, the staff of a commander embarked and all enlisted persons serving with the staff shall be subject to the internal regulations and routine of the ship."—Ed.



NAVYMEN CIRCA 1913 looked like this for crew's picture aboard USS Severn. CO of modern Severn would like to know if any of crew can be identified.

Early Severn Presents a Problem

Sir: Enclosed is a reprint of an original photograph (reproduced above) retained on board uss *Severn* (AO 61). The original print is framed in stiff cardboard, and the name J. H. White, presumably the photographer, is embossed thereon.

The date the picture was taken, the location of the ship at the time and the type of ship are all unknowns. We would appreciate any information you can uncover.—Capt. Charles H. Carroll, usn, CO, uss *Severn.*

• *You really threw us a curve, Captain, but we did some checking and were able to come up with a pleasant afternoon spent knee-deep in history books.*

The uniforms worn by the men seem to be the place to start. If you'll look closely at the picture, perhaps with the aid of a magnifying glass, you will be able to follow along our bloodhound's trail.

First of all, the enlisted men with visible rating badges are all in right-arm ratings. Others are wearing the branch mark on the right shoulder. But these insignia continued until the 1947 uniform changes, so that clue is not much help.

However, look at the officer's cap. He has a flat gold lace strap across the front. This gold strap replaced gold cord in 1894.

The chiefs' arm badges in the picture were also introduced to the Navy uniform in 1894. So at this point we are somewhere between 1894 and 1947.

Now, notice the positioning of the cap devices on the chiefs' hats. The book says that in 1905 the cap device on a chief's hat was still worn in a tilted position.

Let's go a little deeper. The fellow behind the third chief from the left is a Sailmaker's Mate. That rating was dropped in 1939.

The second chief from the left is a Master-At-Arms. In the 1913 "Uniform Regulations," the Master-At-Arms rating was still listed. It was not in the 1921 Regs.

Now we're within an eight-year period, 1913 to 1921. And so much for the uniforms.

A look at the ships' histories of Severn *revealed that there were only two ships to carry the name—your current ship and a sailing ship made of sheathed Georgia pine. It's pretty obvious that the latter is the one we're looking for.*

Severn *was built as* uss Chesapeake

OUT OF THE PAST—USS New Jersey *(BB 62) is seen in photo taken in 1953 when she was eased into berth at Norfolk upon return from duty in Korea. She's now in Atlantic Reserve Fleet. That's* USS Missouri *at her left.*

(No. 3) in 1898-99 at Bath, Maine. She was 175 feet long, had a 37-foot beam and a draft of 16 feet. Her displacement was 1175 tons. Her armament consisted of six 4-inch rim-fire guns, four 6-pounders, two 1-pounders, and two Colts.

The first 10 years of her life were spent as station ship and practice sailing for Naval Academy midshipmen. During that period (on 16 Jun 1905, to be exact), her name was changed to Severn.

In February 1910, Severn *became tender to the Third Submarine Division, Atlantic Torpedo Fleet. She later served as tender to the First Division and to submarines in the Canal Zone.*

Severn's *career was relatively short. She was striken from the Navy List on 18 Oct 1916 and sold for scrap.*

Judging from the information we have compiled, it's safe to assume that your photo was taken some time between 1913 and 1916.

We can't come much closer than that. But one never knows. It's quite possible that one of our readers was there.—Ed.

New Jersey Is Offstage, Awaiting Cue

Sir: In 1945 and 1946 I served aboard uss *New Jersey* (BB 62). I've often wondered what happened to her afterwards. Can you tell me?—D. L. E.

• New Jersey *was decommissioned on 30 Jun 1948 and assigned to the New York group of the Atlantic Reserve Fleet. Slightly more than two years later she was recommissioned and transferred to the Pacific Fleet.*

She remained in action throughout the Korean conflict and received four battle stars. The crew was also presented the Korean Service Medal, the United Nations Service Medal and the Korean Presidential Unit Citation.

Later she was again decommissioned. In 1957 she went to the U. S. Naval Supply Depot, Bayonne, N. J., once again with the Reserve Fleet.

In August 1962, New Jersey *was towed to the Philadelphia Naval Shipyard to become a part of the Reserve Fleet and is still there.*—Ed.

Personal or Official Correspondence

Sir: As of late the personnelmen in my unit have become embroiled in a rather warm debate. Here are the points of contention:

Is a letter originated by an individual Navyman and addressed to a bureau or agency within the Department of the Navy via his commanding officer considered personal or official correspondence?

Should the above individual use plain bond paper or letterhead for the correspondence?—W. F. O., YN1, usn.

Sir: Some years ago (probably 15 or so) I read in All Hands that, since correspondence originated by a Navyman to a Navy command or bureau (such as BuPers) was official correspondence, it should be on letterhead stationery.

Now I am told by several of my coworkers that it is incorrect for an individual to use letterhead stationery when making an official request. This word, so I am told, is being passed around at YN "B" school.

I referred to Article 1601 of *U. S. Navy Regulations* for a definition of official correspondence, and to the *Correspondence Manual* to determine the correct use of letterhead stationery. After looking through both references, it still appears to me to be proper for Airman Joe Doaks to use letterhead stationery of the activity to which he is attached when he submits a request to BuPers for a transfer, say, to Vietnam.

This is also the word I remember from YN "B" school (class of July 1943). Of course, times change and so do policy and interpretations, and I realize my opinion might be a bit behind the times. Nevertheless, I was sure enough of myself to give instructions to use letterhead stationery on all official correspondence originated by individuals attached to this activity, be it a letter, a memorandum or what-have-you.

If I'm wrong, guess I'll just request (on plain bond paper) a quota to my alma mater.—H. M. L. YNCM, usn.

• *Such drastic measures may not be necessary, Chief—but if you were to make the request, you would properly submit it on plain bond. Don't feel bad, though. We weren't sure either until we checked with the Director of the Administrative Management Division, Administrative Office, Navy Department.*

And here's what he had to say:

Official correspondence, as defined by "U. S. Navy Regulations," 1948, Article 1601, consists of all recorded communications sent or received by a person in the naval establishment in the execution of the duties of his office.

There are two types of official correspondence. The first is that which is appropriate to the pursuit of the primary mission of an activity. Such correspondence should be on printed letterhead stationery, if it is available, or the letterhead may be typed or stamped on the page.

The second is that which pertains to an individual as a member of the naval service, but which is not directly related to the mission of his activity—personnel matters, beneficial suggestions or, for that matter, communications to All Hands *magazine. This correspondence should be on plain paper.*

Personal correspondence, on the other hand, includes all correspondence which is not in the pursuit of any Navy business, and of course, should not be prepared on letterhead paper.—Ed.

LEI DAY—*Flasher* (SSN 613) is welcomed to Hawaii for duty with 40-foot lei.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS MAGAZINE, Room 1809, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

- USS *Fall River* (CA 131)—A reunion during the 4 July weekend 1967 is being planned for those men who were members of the Ship's Service and Division Six of *Fall River* during the Bikini tests 20 years ago. Contact Roy E. Munyon, 6104 Pratt, Omaha, Neb., for further details.

- *Destroyer Squadron 48*—A reunion consisting of personnel from USS *Walker* (DD 517), *Abbot* (DD 629) *Erben* (DD 631), *Hale* (DD 642), *Stembel* (DD 644), *Bullard* (DD 660), *Kidd* (DD 661), *Black* (DD 666) and *Chauncey* (DD 667) will be held in Atlanta, Ga., 3-6 August. For details, write Harrold F. Monning, 310 East 8th St., Kewanee, Ill. 61443.

- USS *Lexington* (CV 2)—The 14th reunion for former members of the crew and squadron personnel and Marines who served on board between 1927 and 8 May 1942 will be held 14-17 June at Portland, Ore. For additional details, contact LCDR Walter D. Reed, USN (Ret.), 5608 Ocean View Drive, Oakland, Calif. 94618.

- USS *Enterprise* (CV 6)—A reunion will be held 27-30 July at Norfolk, Va. For details, write to Richard Kenyon, 119 N. Barr St., Crawfordsville, Ind. 47933.

- USS *North Carolina* (BB 55)—The fifth reunion will be held 28-30 June at Wilmington, N. C. For information, write Pat Fanzi, 145 Glen St., Pittsburgh, Pa. 15207

- USS *Pargo* (SS 264)—The men of USS *Pargo* (SS 264) will hold a reunion on 3 June, following the commissioning of the new USS *Pargo* (SS 650) at New London, Conn. For further information contact Lester Riley, Twin Lakes, Minn. 56089.

- *Ex-PT Boaters*—A West Coast reunion will be held on 21 April at Los Angeles, Calif. For further information, write David S. Robertson, PO Box 2207, Newport Beach, Calif. 92663, or phone (area code 714) 673-7517.

- *LCI (L) Flotilla 11* (Europe 1943-44)—Will hold a reunion in August at Jekyll Island, Ga. All former crew members of USS *LCI (L)* Nos. 1 through 5, 8 through 16, 32, 33, 35, 75, 193, 209, 211 through 219, 229, 231, 232, 239 and staffs are urged to attend. Write Paul Carter, 804 4th Ave., Iowa City, Iowa 52240.

- *Manitowac-built Submarines*—A reunion is being considered for the commissioning crews of USS *Redfin* (SS 272) and all submarines built at Manitowac, Wis., during World War II. Anyone interested may contact Harry O. Glover, TMSC(SS)DV, Escape Training Tank, Submarine School, Submarine Base, Groton, Conn., or Stephen Petreschock, 1418 Columbus St., Manitowac, Wis. 54220.

- USS *Avocet* (AVP 4) (ex-AM-19)—A reunion is being tentatively scheduled for late spring of this year. Interested former crewmembers may contact Richard L. Kile, 3315 Como Lane, San Jose, Calif. 95118.

- USS *LSM 266*—A reunion is scheduled for 28-30 July in Chicago. For information, contact G. Edward Metcalf, 2015 Airfield Lane, Midland, Mich. 48460.

- USS *Oklahoma* (BB 37)—A reunion will be held 28-30 April at Annapolis, Md. For details, write Edward H. Lutz, 673 Lindley Rd., Glenside, Pa. 19038.

- *VF 61*—Fighter Squadron 61 is planning a reunion for anyone who was connected with the squadron between 1954 and 1958. Anyone wishing to attend can obtain information by writing Jess Kronk, 3052 W47, Cleveland, Ohio 44102; or James Shaw, 874 Shadow Row, Willoughby, Ohio 44094.

- *Patrol Squadron 211* is considering a reunion or series of reunions some time in the summer of 1967. Anyone interested is asked to contact either Pat Carisella, 215 Nahant St., Wakefield, Mass., or Captain Paul Jayson, 2402 Lexington Rd., Falls Church, Va. 22403.

- USS *Wichita* (CA 45)—The fourth and fifth reunions are being planned for Norfolk and San Diego. Cruisermen interested in further information should write to J. A. Glass, 111 Dupre Ave., Norfolk, Va. 23503.

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★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★

Jumbo-Sized Oilers

First, she's cut athwartships in two places.

The midsection is removed.

Then a new section is inserted which will increase her capacity by 50,000 barrels.

When she's put back together, the Navy has another (if you'll excuse the expression) jumboized Fleet oiler.

To date, the Navy has expanded five of eight fleet oilers which were scheduled for jumboizing. The latest modification was to USS *Pawcatuck* (AO 108). Her enlargement followed the conversions of *Waccamaw* (AO 109), *Navasota* (AO 106), *Passumpsic* (AO 107), and *Mispillion* (AO 105).

The remaining three oilers having their midbodies expanded, are the *Ashtabula* (AO 51), *Caloosahatchee* (AO 98) and *Canisteo* (AO 99).

Jumboizing increases the oiler's fuel load capacity from 100,000 to 150,000 barrels.

During the expansion overhaul, each ship is equipped with a larger pumping system which allows more rapid fuel delivery to customer ships.

BATTER UP—Vietnamese boy prepares to swing at baseball for first time during MCB-7 visit to Hue.

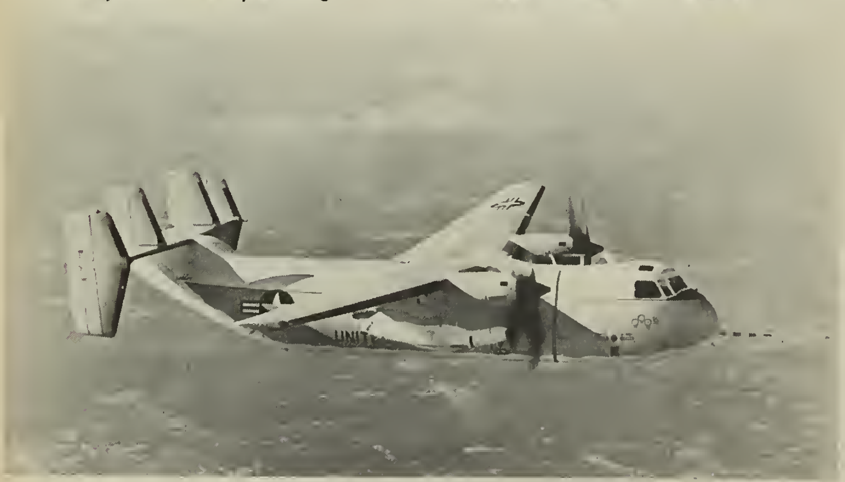
Greyhound Is New COD

The Navy has a new greyhound that just doesn't follow aircraft carriers—it lands on them.

It's the newest Carrier On-board Delivery (COD) aircraft, the turboprop 62A *Greyhound.*

Nearly twice the size of the present C1A *Trader* COD plane the *Greyhound* weighs in at about 50,000 gross pounds. She has a wingspan of 80 feet and can fly over 300 miles per hour within a 1500-mile range, almost twice the range of the *Trader.*

FOR BIG PACKAGES—Navy's new COD (Carrier Onboard Delivery) plane, C2A *Greyhound,* is operating with Pacific Fleet. Plane is twice size of C1A.



The C2A features a large cargo stowage space, accessible by a rear loading ramp, where replacement jet engines and afterburners may be carried. Until now, COD aircraft haven't had this capability.

In addition to such cargo as engines, emergency ship repair parts and mail, the *Greyhound* can accommodate 28 passengers. As a troop carrier, she could seat many more.

Introduced to the Fleet in California last October, the C2A has since been operated by Alameda-based Tactical Support Squadron 30 (VR-30), providing carrier deliveries to Pacific Coast ships.

The 340-man squadron, commissioned just one week before the first two *Greyhounds* were delivered, is also the parent training unit for pilots and crews who will operate the new COD aircraft in support of ships off Vietnam and elsewhere in the Pacific.

Corpsman Saves Child

A Navy corpsman has been credited with preserving the life of a South Vietnamese child. He is Hospital Corpsman Third Class Jack Baxter of Marine Aircraft Group 36.

Baxter has been recommended for a Bronze Star as a result of previous action.

Petty Officer Baxter is a member of a medical evacuation helicopter crew at Chu Lai. One night recently the unit received a call to pick up a critically injured child at Tam Ky, 12 miles north of Chu Lai.

When the helo landed at Tam Ky, it was met by an ambulance.

The child appeared to be dead. Corpsman Baxter inserted a resuscitation tube in the boy's mouth and began breathing air into his lungs and, at the same time, tried to start the heart's action.

While the helo sped toward the medical battalion at Chu Lai, the boy began to breathe. About a minute and a half later, the breathing stopped. Baxter resumed his resuscitation and heart massage.

The child began breathing once more, but the corpsman continued his aid until the helo landed. At the medical battalion the boy was put into a special breathing device, transferred to another aircraft and flown to the hospital at Da Nang.

Food Store on Wheels

The relative value of a 20-mile expedition to the commissary when all that's needed is bread and milk has probably been questioned by nearly all Navy wives at one time or another.

To resolve this problem, a food store on wheels has been established at the Naval Weapons Station housing area in Charleston, S. C. The mobile grocery was put into operation by the exchange officer to serve approximately 600 Navy families in an enlisted housing area, which is 20 miles from the Navy commissary store.

The red and white striped truck carries a limited supply of items such as bread, milk, cold cuts, and cookies. Bread and milk account for 80 per cent of the sales, which average 900 dollars weekly.

Big Wind Gives Good Steer

The Navy has adopted an idea from merchant ships in choosing the propulsion system for its new submarine rescue vehicle. The Deep Submergence Rescue Vehicle (DSRV), now being built at Sunnyvale, Calif., is designed to seek out and connect itself to distressed submarines, in order to rescue the men inside.

To propel and maneuver the small submersible, the design calls for a conventional propeller with control surfaces at the stern, and a pair of ducted thrusters fore and aft. The thrusters consist of a cylindrical duct or tunnel running completely through the outer hull of the vehicle. A motor-driven propeller forces water through the ducts to achieve motion.

By using these thrusters in various combinations, the yaw and pitch of the vehicle can be controlled. The DSRV also can be maneuvered up and down or from side to side at a speed of one knot.

Similar thrusting devices are presently used in the bows of some merchant ships to provide a lateral force to aid in docking.

SUN SHOOTERS—Midshipman T. G. Harrison, USNA, and ENS E. Spicker, Colombia, team up for sextant readings during midshipman cruise.

Torpedo Fishermen of Pearl

At Pearl Harbor, the Navy has its own fleet of fishing boats. For the sailors who run the small fleet, fishing is a serious business, and one which saves the Navy millions of dollars annually.

They are engaged in chasing and recovering torpedoes, fired from submarines during exercises off Honolulu.

Each fish costs up to $35,000, and weighs as much as two and a half tons without its warhead. Total monthly catch easily results in savings of one and three-quarter million dollars.

Among the five torpedo recovery boats at the Submarine Base, the newest and largest is the *TWR 6* (torpedo weapons retriever), the only one of her class in the Pacific. She is capable of catching 18 torpedoes on each run.

TWR 6 has a complement of 14 enlisted men, and often remains at sea all day, returning to port at night to unload her precious catch.

THINGS ARE LOOKING UP—4-H Club member looks up through hatch of Reserve training sub *USS Billfish* (SS 286) during visit to Boston.

Third Tour for VA 144

Attack Squadron 144 was one of the first Navy jet air squadrons to see action over Vietnam in August 1964. Since then many names and faces have changed within the squadron but its combat record continues to climb—threefold.

According to VA-144, it is the first Navy jet unit to make three combat deployments in Southeast Asia since the open outbreak of hostilities in 1964.

It was VA-144 pilots, nicknamed the Roadrunners, who swept down on the North Vietnam motor torpedo boats which initially attacked U. S. Navy destroyers in the Gulf of Tonkin on 4 Aug 1964.

The following day, on Presidental orders, the squadron launched sorties against enemy bases from which the PT boats staged their assaults.

At that time VA-144 was flying from the attack carrier uss *Constellation.* (CVA 64).

After a retraining period at their home base, NAS Lemoore, Calif., the Roadrunners once again were flying over Tonkin, this time from the deck of the carrier uss *Ticonderoga.*

During this seven-month deployment, the squadron's pilots dealt heavy blows to enemy installations. Attacked were the Hai Duong bridges between Hanoi and Haiphong, the Uong Bi power plant which supplied Haiphong with over 30 per cent of its electrical power, the heavily fortified Vinh bridge and supply complex, and the Haiphong bridge, a link connecting the main arteries of communist China with the industrial complex of Haiphong.

By the end of their 1965-66 cruise, VA-144 pilots had delivered over 1700 tons of ordnance on enemy positions, flown over 5000 hours and had logged over 2200 combat sorties. Most of these aviators became combat centurions (pilots who have flown at least 100 sorties) as well as carrier landing centurions.

Following a brief rest Stateside, the squadron launched its third combat tour on 4 Dec 1966 from the deck of the carrier USS *Kitty Hawk* (CVA 63).

Retirement Send Off— This One Was Impressive

Gasoline barges and Fleet tugs are rarely seen participating in those "brief but impressive" retirement ceremonies which take place so often. Somehow, inexplicably, they are seldom asked.

Recently, however, 22 of Norfolk Naval Station's service craft passed in review, as one of their own retired after 30 years' service.

Chief Warrant Officer O. A. Henslee, who spent his last tour of duty as personnel officer of the station's Port Services, stood on the main station pier to take the salutes of the boats.

The crews snapped to attention as their tug, "Wimpy" boat, water barge, gasoline barge, and other types of craft gave whistled salutes.

It was impressive.

Qui Nhon Hospital

A new evacuation hospital has been built at Qui Nhon in the Republic of Vietnam. Instead of being the usual quonset type, the new facility conforms more to stateside standards.

Construction is of prestressed and prefabricated units to better protect patients from dust and consequent infection. The facility has a 400-bed capacity and can accommodate up to 600 patients, if necessary.

Some of the hospital's buildings were originally intended for use as barracks but were later diverted to medical use. Consequently, there are such amenities as indoor plumbing, showers, hot and cold running water—features frequently absent in evacuation hospitals.

The installation has two minor and five major surgery suites plus laboratory and X-ray sections. It also has a pharmacy and a 180-seat mess hall.

Manley Reenlists Many

Now serving with the U. S. Pacific Fleet, USS *Manley* (DD 940) was recently awarded the Commander Cruiser-Destroyer Flotilla Six Retention award for achieving the highest reenlistment percentage in the flotilla during the six-month period ending 30 Jul 1966. A very respectable first cruise reenlistment rate of 62 per cent was scored.

Manley reenlisted a total of 25 men during the entire fiscal year 1966 and was named number one in the Force. A total of more than $100,000 was paid in reenlistment bonuses.

CRAFTY CEREMONY—CWO O. A. Henslee (left) and CAPT J. F. Dalton, CO, Norfolk NavSta, watch as service craft salute Bo's'n Henslee.

Gee-Whiz Gunboat

When it comes to speed, the newly commissioned patrol motor gunboat USS *Asheville* (PGM 84) rates among the fastest.

This is not necessarily because of her size or weight—165 feet long, 240-ton displacement.

It is primarily because of her ace-in-the-hold — a 14,000-horsepower J-79 jet aircraft engine.

This is being tested at the Pacific Fleet Amphibious Force base, Coronado, Calif., site of the new gunboat's training area.

In addition to her jet, *Asheville* carries twin 725-horsepower diesel engines as her cruising source.

During high-speed maneuvering, crewmen in the pilot house usually wear seat belts.

Speed is just one feature of *Asheville's* versatility. Armament is another.

Her prime armament is a rapid-fire, three-inch 50-caliber gun, aimed by an electronic fire control system.

She also has a 40mm single mount and a pair of twin 50-caliber machine guns.

This arsenal is considered by the gunboat crew to be sufficient to neutralize, destroy or sink virtually all classes of river and coastal shipping. The boat may also be used as a mobile medium artillery platform for use in river country operations.

Another of *Asheville's* unusual features is her aluminum hull structure. A combination of aluminum and fiber glass is used in her superstructure. Use of these lightweight materials partly accounts for her ability to move quickly.

Built in Tacoma, Wash., *Asheville* is the prototype of the new patrol motor gunboat class. One other has been delivered to the Navy and 15 more are under construction.

Commissioned 6 August, she is the third ship to be named for Asheville, N. C. The first, commissioned in 1920, was sunk during WW II when en route to Australia. The second *Asheville* joined the service in 1943, conducted antisubmarine patrols in the Atlantic and was decommissioned in 1946.

The new gunboat's commanding officer, Lieutenant Henry Dale of Flint, Mich., is a veteran of recent counterinsurgency operations in Vietnam.

The ship's company consists of two other officers and 21 enlisted men.

Piers at Da Nang

Three recently built deep-draft piers will substantially increase the flow of military supplies into Da Nang, Vietnam. The piers can accommodate six large ships simultaneously and an estimated 5400 short ously and an estimated 5400 short tons can be offloaded every four hours. Dredged to a depth of over 25 feet, the piers enable ocean-going vessels to discharge their cargoes for the first time into waiting trucks.

The Naval Support Activity operates the piers which were dedicated on NavSuppAct's first anniversary.

FLEACTS FLOAT—U. S. Fleet Activities, Sasebo, Japan, entered above float of Snow White and Seven Dwarfs in annual Okunchi Parade in Sasebo. *Below:* Men on Japanese float hold umbrellas to protect costumes from rain.

Mercy Mission

It was just a routine exercise.

The aircraft carrier USS *Bennington* (CVS 20), her screen destroyers, and two Nationalist Chinese destroyers were going through their paces of antisubmarine warfare operations in the South China Sea.

Suddenly, a message was received on the carrier from one of the Chinese DDs and the routine became an emergency. A sailor was seriously ill, possibly with appendicitis. Medical assistance was requested.

First thoughts aboard *Bennington* were to airlift the stricken seaman by helicopter. But the Nationalist destroyer had no helo landing platform. Secondly, the sailor was considered too ill to be airlifted by hoist. Therefore, it was necessary to transfer the sailor by boat.

This job was handled by the destroyer USS *Eversole* (DD 789) whose boat crew picked up the seaman and brought him back to their ship.

On *Eversole's* helicopter landing pad was an HS-8 helo waiting to hasten the transfer to the carrier's flight deck.

Within minutes Seaman Chiu Hsien-Cheng was airlifted and placed in the hands of *Bennington's* corpsmen. They took him to the carrier's sick bay where one of the ship's surgeons, Lieutenant Vincent A. Guardione, began his examination.

X-rays revealed Chiu's appendix was perforated and, according to the doctor, immediate surgery was necessary to save the seaman's life.

One hour later the operation was completed and Chiu was out of danger. Although he couldn't speak any English, the Nationalist Chinese sailor's expression reflected he was resting comfortably and grateful for the care he had received.

Meanwhile, the five-unit ASW force resumed its routine exercise.

—Mike Battenfeld, JO3, USN

Navy Firepower

To men pinned down by enemy fire in a jungle of South Vietnam, a small propeller driven plane flying overhead can be a welcome sight.

They know the eyes of the spotter in the plane's back seat are also the eyes of a Navy ship cruising off the coast unseen. Despite the distance, however, the ship's guns can easily hurl shells over the tangled jungle at the enemy. Navy firepower is there to support American forces.

The pilot, acting on information from the ground forces, keeps his plane beyond the range of enemy fire and the enemy between himself and the ship. With little to worry about from below, the spotter can devote all his attention to directing the ship's gunfire and reporting damage.

The enemy's position is identified by map coordinates. The ship's computers consider the wind velocity, currents, pitch and roll of the ship and all other factors which would affect aiming the ship's guns.

Below decks, in the magazine, Navymen heave shells and powder charges from bins on each side of the compartment into automatic hoists which carry them up to the next deck.

There, other Navymen load the projectiles into the twin racks of the upper handling room. The projectile goes in the top, the powder charge in the bottom. The rack rotates to the next open position and is filled again with the material coming up from the magazine. Another automatic hoist brings the projectiles and charges up to the gun mounts.

Here, more Navymen place the powder charge in the loading tray, then the projectile on top. A "spade" rams the assembled units into place. The gun breech locks. The gun director has the information he needs to fire on the target. When the gun is ready, he presses the trigger.

The gun belches fire and smoke every few seconds. Occasionally, it goes whimsical and blows a smoke ring.

To the enemy on the receiving end, however, there is nothing whimsical about it. The little two-seater plane is still flying around and the spotter in the back seat keeps his eyes on them. If they move, the gunfire moves with them.

For the pinned down American soldiers, Navy firepower means relief from a sticky situation. To the enemy, however, the only relief comes when he quits.

Tough, but Gentle

In flight, the modern plane is sleek, fast, even beautiful. On the flight deck or hangar deck it can be gawky, clumsy, awkward, inelegant. Moving it from one spot to another in the close quarters of a carrier is an art which requires a fine eye and a steady hand. One miscalculation can rearrange a piece of protruding equipment, crumple a wingtip or puncture a fuselage.

A crunch is an ignoble way to ground a supersonic fighter or, for that matter, a *Willy Fudd*. It doesn't do much for the reputation of the yellowshirt in charge, or add to the leisure time of the airframes crew.

For those good reasons, aircraft handling officers and petty officers

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Two New Ships for Oceanographic Research

THE OFFICE of Naval Research is supporting the construction of two new oceanographic research vessels of the AGOR (Auxiliary General Oceanography Research) class. Designed as a new generation of oceanographic ships, they have been designated AGOR 14 and AGOR 15. They will be operated by Scripps Institution of Oceanography, San Diego, Calif., and Woods Hole Oceanographic Institution, Woods Hole, Mass.

The new ships will have a length of 244 feet, 10 inches, a beam of 46 feet, a displacement of 1915 tons, and a full load draft of 14 feet, 10 inches.

A major feature of the new ships is the propulsion system consisting of two cycloidal propellers, one at the bow and one at the stern. This system has been in use in Europe for over 30 years, but AGORs 14 and 15 will be the first U. S. oceanographic ships to utilize it. The cycloidal propeller consists of a variable number of blades placed around a ring. The blades can swivel individually in any direction, and changing the orientation of any or all of the blades enables the ship to maneuver in a forward, reverse, or sideways direction. This maneuverability means that the ship is able to hold an exact position in winds as high as 35 knots and in very rough seas.

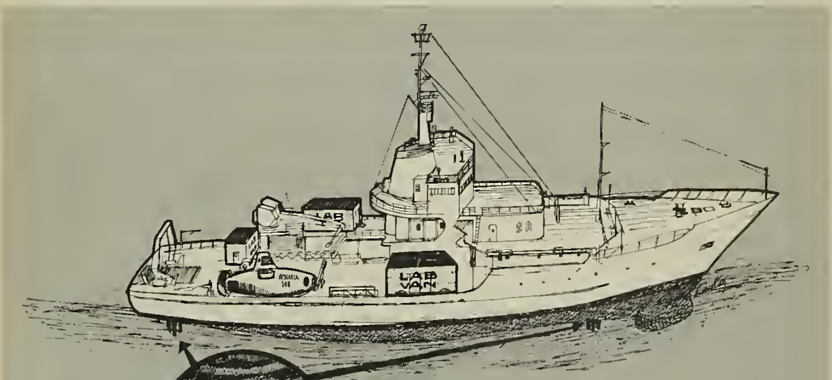
The propellers, which are the ships' sole source of propulsion, will be driven by a slow speed 2500-horsepower engine amidships. This will enable the ships to maintain a sustained sea speed of 12 knots at a cruising range of 10,000 miles. Single lever, or joy stick, bridge control regulates both the direction and magnitude of thrust. Since the cycloidal propeller system gives the ships excellent means of control, no rudder is necessary.

Both vessels will be equipped with underwater observation ports, underwater lights, an uncontaminated seawater circulating and sampling system, small and medium size cranes, and a bathythermograph winch. Each ship will also have an internal well through which multiton transducers can be lowered for the study of acoustic transmission phenomena, or through which drilling operations can be conducted.

Another major feature of the new ships is the optional equipment design concept. Previously oceanographic ships were limited to performing tasks which could be handled by permanent laboratory installations. New missions had to be preceded by extensive re-outfitting which meant valuable time being consumed. The new concept embodied in AGORs 14 and 15 enables scientists to outfit and equip mobile vans on shore which can then be placed on the ship. The variety of laboratories and other equipment is limited only by the number of vans. Since the vans are portable and interchangeable, the experimental capacity of each ship is broadened significantly.

AGORs 14 and 15 are to be outfitted with special equipment designed to meet the requirements of the two institutions which will operate them. AGOR 14 will have a towing winch capable of towing FLIP (Floating Instrument Platform) at speeds no less than eight knots. AGOR 15, will have equipment which will enable it to transport and service *Alvin*, a deep-diving underwater research vehicle.

CYCLOIDAL PROPELLERS, underwater observation ports and lights are features of Auxiliary General Oceanographic Research (AGOR) class vessels.



go to great lengths to avoid crunches. One of the best crunch-less records is claimed to be held by the aviation boatswains aboard USS *Randolph* (CVS 15) in the Atlantic.

Randolph's perfect record goes back to the middle of 1966, when the ship was operating off Northern Europe. Despite bad weather, one crunch-less day led to another and by December the crew had racked up 74 consecutive crunch-free operating days.

Since that good day in the summer, the ship's aircraft handling crew had made 8560 respots, of which 1293 involved moving aircraft from the flight deck to the hangar deck or vice versa.

Mercury Joins Space Fleet

The last of five space instrumentation ships has been delivered to the Navy. The extensive electronic instrumentation complex of each ship will be integrated into NASA's Manned Space Flight Network to support the United States' manned missions to the moon. In addition these unique ships will have the capability of suporting DOD missions as well.

The five World War II ships are manned by MSTS civil service crews and will sail under the operational control of the Air Force, which provides the technical crews.

USNS *Vanguard, Redstone* and *Mercury* will support the insertion (into earth orbit) and injection (into the lunar trajectory) phases of the future space program.

Converted at Quincy, Mass., these former *Mission* class tankers were jumboized (lengthened) 70 feet to accommodate the more than 445 tons of electronic equipment and the staterooms of the civilian specialists trained to operate and maintain this sophisticated payload. *Vanguard* is now operating from Port Canaveral, Fla. *Redstone* and *Mercury* are undergoing final contractor tests and checkout in the Quincy area.

These three ships are also receiving satellite communication terminals to gain a communications capability unsurpassed by any ship afloat.

USNS *Watertown* and *Huntsville* were converted at New Orleans, La., where they are conducting final contractor tests and checkout. These former Victory class cargo ships will support the critical reentry to the earth's atmosphere of spacecraft.

The addition of these five ships for use in the space program brings the total to 19 ships operated by the Navy's MSTS in support of various missile and space programs.

Nautilus' 300,000 Miles On Nuclear Power

USS *Nautilus* (SSN 571) late last year set another record when she completed 300,000 miles on nuclear power, of which over one quarter of a million miles were traveled while submerged. In establishing this enviable milestone *Nautilus* has sailed beneath the waters of the Atlantic, Pacific, Mediterranean, and Arctic Oceans since her initial underway on 17 Jan 1955.

Commander F. C. Fogarty, Commanding Officer, addressing the crew of *Nautilus,* paid tribute to the dedication of all the Navymen who have played such important roles in the many firsts of *Nautilus,* from her famous messages of "Underway on nuclear power," and "*Nautilus* 90 north," to this most recent achievement.

A HARD LIFE—*USS Shakori* (ATF 162) fights fire aboard ex-*PCE 618* in recent training exercise. After fire was put out, *618* was sunk for salvage divers.

NO BROWN-BAGGERS HERE—*USS Archerfish* (AGSS 311) boasts electronic equipment for hydrographic and oceanographic work, and all-single crew.

NEW FRIENDS—Children line pier to welcome PBR and medical team.

Cat Lo Gets the Needle—And Says Thanks

BATTLES AREN'T always fought with deadly weapons. Sometimes victory can be won with salve and a hypodermic syringe.

Something like that happened at the Vietnamese fishing village, Cat Lo, when it was visited by an American river patrol boat. In addition to its regular crew, the boat carried a Navy doctor, a corpsman, an Army medic and two district health workers.

The village was under the influence of the Viet Cong, so those in the boat were unsure of the reception they would receive.

As the boat approached Cat Lo, however, the answer was obvious. Curious kids packed the 10- by 15-foot dock as they awaited the arrival of the Americans.

The PBR's visit lasted only two hours, but during that time nearly 200 people of various ages were treated for complaints ranging from skin rashes to internal disorders.

One of the health workers and the village midwife inoculated 150 people—mostly children—for cholera and smallpox. Like kids everywhere, many of the younger group were reluctant to be jabbed by the big needle but a gift of candy lessened their apprehension and helped them forget the pain.

The Navy had invested only a couple of hours and a modicum of medical supplies. Cat Lo, on the other hand, had gained much: The aches and pains of a medically neglected people had been eased and relative immunity from the scourges of smallpox and cholera had been achieved.

More important, someone cared—now the people of Cat Lo knew it.

TEAMWORK—Navy doctor checks throat and eye complaints of villagers.

A Liddle More Time to Reid

When you do something the first time, you try to do it right so there won't be a second time, right? Wrong.

Not if you're a crewman aboard USS *Liddle* (APD 60). Those men have to do everything twice, even if they do it right the first time. They have two ships.

In preparation for the decommissioning of *Liddle,* the crew has begun reactivation work in the high speed transport *Beverly W. Reid* (APD 119), which was brought from the Reserve Fleet in Orange, Texas, and tied alongside.

Liddle crewmen first removed the protective cocoon from *Reid's* guns. Now they are removing all the outmoded equipment, which will be replaced by newer gear from *Liddle.*

Among changes in the offing are the rebuilding of the bridge and enlargement of radio facilities and combat control spaces.

When the work on *Reid* is finished, the entire *Liddle* crew and its possessions will go from one ship to the other in a rare decomissioning/recommissioning ceremony. *Liddle* will go to the mothball fleet.

Then the crew will know for sure where to muster.

Up Again, Down Again

Ex-*PCE 618* has gone to the bottom and come up again so often one almost expects that next time she'll emerge periscope first.

The hull of the old ship was recently set afire and sunk for the 12th time in a year, in the James River.

The sinking of the ex-patrol craft was the main event of a week-long training exercise conducted by Service Squadron Eight.

The squadron schedules these exercises to maintain the efficiency of its rescue and salvage ships.

This time the exercise provided salvage training for the crew of the Fleet ocean tug USS *Shakori* (ATF 162). Before the old ship was sunk, she was set afire on the main deck and below. Fuel for the fire consisted of 55-gallon drums filled with rubber and kerosene.

The job of *Shakori's* crew was to extinguish the fire and then board her to simulate search for possible survivors. Ex-*PCE 618* was then sunk and the divers from *Shakori* descended to the bottom to begin the task of refloating her.

TOGETHERNESS—Air Force *Globemaster* and *Super Constellation* (rt.) are unloaded at Cubi Point Naval Air Station.

A Pat on the Back for Teamwork in MAC

The roar of giant cargo planes along the flightlines at Cubi Point in the Philippines is commonplace. The planes are carrying material intended for use in Vietnam and Cubi Point is an airlift command post in a MAC (for Military Airlift Command) Channel.

The MAC Channel to Cubi Point is a joint venture of the United States Navy and the United States Air Force. The Air Force flies the cargo of aircraft parts from the United States; the Navy manages the Cubi Point facilities and gets the spare parts to carriers in Vietnamese waters. Together, the Navy and the Air Force at Cubi Point provide an excellent example of interservice cooperation.

The Channel has been in operation for about a year. It has proved its value by cutting the time needed to airlift high priority supplies to Vietnam, thereby reducing out-of-commission time of combat aircraft.

Before the MAC Channel went into operation, parts for the Navy and Marine Corps planes in Southeast Asia were delivered to Clark Air Force Base, 50 miles northeast of Cubi Point. The cargo was sorted there and trucked to Cubi Point Naval Air Station, from which it was flown to Vietnam.

Direct shipment to Cubi Point has eliminated about 50 hours from shipping time. Now, when one of the big transports lands at Cubi Point, the crew knows it will be there only a few hours.

While the plane is on the ground, pilots are briefed, flight plans are filed, air crews are billeted and the plane is parked, refueled and loaded, unloaded or both.

It is a matter of pride with the Navy crews at Cubi Point that they never go over the time allotted for their tasks (averaging two to four hours) and frequently they take less time than they are given.

When the MAC Channel went into operation last year, Cubi Point serviced only 29 MAC aircraft during its first month. Slightly less than 600 cargo tons were involved. It wasn't long, however, before the cargo capacity had increased to more than two thousand tons.

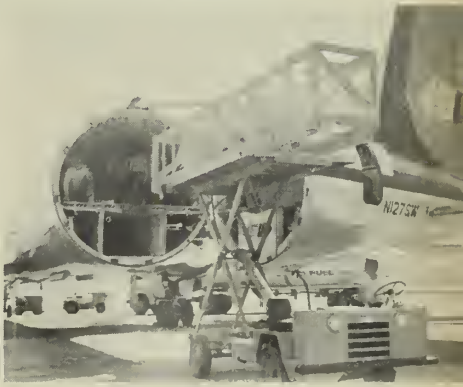
When the big planes land, they disgorge a welter of aircraft parts and equipment—radar and radio units, drop tanks, to name a few.

As one bemused Navy traffic official put it, the Cubi Point crews have so many airplane parts, they could open their own assembly plant.

But the Navy crews at Cubi Point aren't interested in making airplanes. They have only one object in view—getting the spare parts to U. S. carriers operating in Southeast Asian waters. This they do well.

—Story by S/SGT Jerry Hiesch

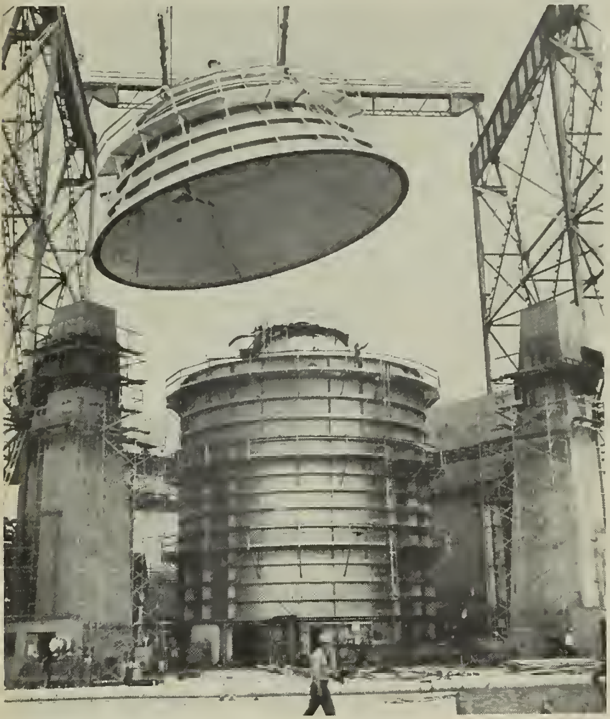
—Photos by Dave Namerow



NAVY GROUNDWORK moves priority items being airlifted to Vietnam by Navy-Air Force team.

SERVICESCOPE

Brief news items about other branches of the armed services.



TIP OF THE HAT—Cap-like cover of J-4 test cell at Tullahoma, Tenn., is lifted for test engine replacement.

THE ARMY has been authorized to increase its pilot training program from 410 to 610 students per month together with the additional primary and advanced training capability required. The stepped-up program is necessary because of the demands of the Vietnam conflict.

All primary helicopter training now takes place at Fort Wolters, Texas while advanced flight and transition training is carried out at the Army Aviation Center at Fort Rucker, Ala.

Fort Hunter Air Force Base, Ga., which was to have been closed next July, will remain in operation. Its facilities will be used in conjunction with the Army's nearby post at Fort Stewart, Ga.

★ ★ ★

AN ADDITION was recently made to the Environmental Science Services Administration fleet when USC&GSS *McArthur* (CSS 30) was commissioned at Norfolk. (That lengthy abbreviation stands for United States Coast and Geodetic Survey Ship.)

The 995-ton, air-conditioned *McArthur* is essentially a hydrographic survey ship which can also conduct sophisticated oceanographic investigations.

The vessel's welded steel hull has been strengthened for navigation in ice. She is propelled by diesel engines with twin-screw, reversible-pitch propellers. Her equipment includes specialized depth recorders and positioning equipment.

The new ship was named for Lieutenant William P. McArthur, who was a pioneer in the Survey doing hydrographic survey work in the Pacific during the first half of the 19th century. The vessel was first given a gravity measurement assignment between Cape Hatteras, N. C., and Key West, Fla.—part of the program to determine the properties of the continental shelf.

Early next summer, *McArthur* will proceed to her home base in Honolulu where she will engage in hydrographic surveys, magnetic and gravity observations and oceanographic research.

★ ★ ★

ENLISTED MEMBERS of the U. S. Coast Guard will become increasingly easier to recognize during 1967.

Starting 1 March, individuals below the rate of chief petty officer will don a new white flat hat, replacing the traditional Navy sailor white hat.

The new flat hat looks like the officer and CPO cap except that it has no bill. In addition, the words U. S. COAST GUARD appear in gold on the front of a black band around the bottom of the hat.

Coast Guard officials expect to complete distribution of the flat hats by 1 July. Until then, CG white hat wearers will be identified solely by the Treasury Department shield traditionally worn on the right sleeve of Coast Guard uniforms.

★ ★ ★

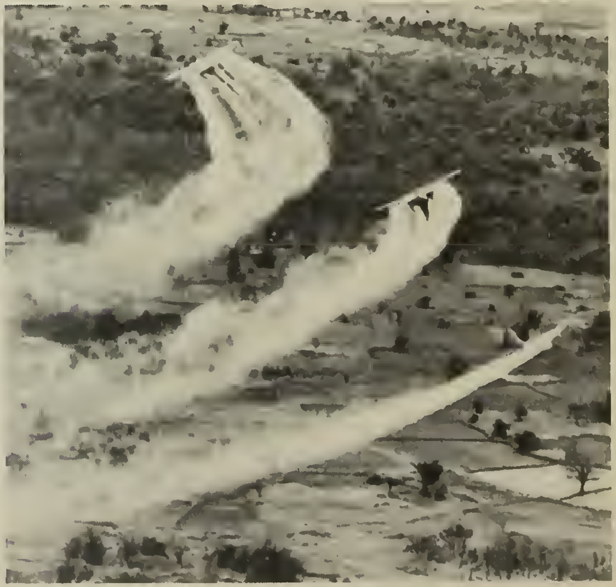
USING A HOLLOW heated drill, a team of Army scientists has drilled for nearly a mile through the polar icecap in a research program which will provide a vertical profile of polar history dating back at least 10,000 years.

The drilling site was at Camp Century, 140 miles out on the icecap from Greenland's upper northwest coast.

This summer a team from the Army's Cold Regions Research and Engineering Laboratory reached a depth of 4562 feet and brought to the surface samples of intermingled sand, gravel and stones from a depth 12 feet below the ice sheet.

The cores of silt and stone, as well as the ice cores recovered in the drilling process will undergo a complete analytical study in the laboratory. It is expected

JUNGLE CLEARING—USAF UC-123 *Providers* spray defoliant chemicals on Vietnamese jungle. Harmless to animal life, chemicals are temporarily effective against vegetation.



KING OF THE HILL—Machine gunner watches Vietnam Valley.

that the study will furnish clues, for example, as to whether the land under the ice was ever exposed to the air, or if it lay under the sea at any time in history.

The drilling techniques in the project centered around a thermal drill with an electrically heated, hollow drill head which literally melted its way through the ice around a five-and-one-half-inch core up to five feet long.

During the final coring operations an electromechanical drill, a new development with a hollow rotary head equipped with small bits, was used. The scientists now have a continuous ice core from the top to the bottom of the Greenland Ice Sheet.

★ ★ ★

In its first year the Red Ball Express carried almost 9400 tons of priority cargo to Southeast Asia.

The Air Force's Red Ball Express flies urgently needed vehicle and aircraft parts to Vietnam. It is named for a famous supply unit which hauled food, equipment and ammunition to the European front by truck during World War II.

Today's Red Ball Express is a part of the Military Airlift Command. The first flight left Travis AFB slightly more than a year ago, carrying 130 pounds of express cargo in addition to its regular load. Subsequent flights carried higher percentages of priority material, and a record was reached later in the year when 105 tons of crucial parts left Travis in one day.

In its first year the Red Ball Express carried an average of more than 25 tons per day. A total of 9363 tons was moved in 695 missions.

★ ★ ★

Man's odds for survival in polar areas could be greatly increased as a result of two recent inventions sponsored by the Coast Guard.

The inventions include a light weather-resistant tent, and a blanket which, when folded, will fit in the palm of the hand. Both are designed to conserve body warmth.

Light, portable, and easily assembled, the tent is made of fabric which is windproof and waterproof. Yet it is porous enough to permit the escape of body moisture while retaining the occupant's body heat.

The blanket is made of light, aluminized plastic film which possesses unusual toughness and durability. This type film is presently used in space operations.

Although the blanket measures 56 by 84 inches, it can be folded into a small, rectangular package suitable for easy handling.

Designer of the tent, Barry Bishop, took part in the 1963 expedition to scale the slopes of the world's highest peak, Mt. Everest in the Himalayas. His idea for a survival tent was born out of that experience.

Both cold weather devices are now being studied by the Coast Guard's Testing and Development Division.

★ ★ ★

Staff Officers in the Pentagon's Operations Center can find out how many men and what items of material they have and how readily available they are—thanks to TARMOCS (for The Army Operations Center System) automated information storage.

The automated command system can give the location, readiness and availability of U. S. Army troops and selected material upon demand and present it in almost any form desired.

Information appears on a cathode ray tube screen in the form of charts. The user views a chart and, according to displayed instructions, makes a selection by moving a light symbol on the screen to the information item pertinent to his research. Then he presses another button.

The system then retrieves the appropriate data chart at the next lower level of detail. The user then makes another selection and the system retrieves more charts until the user has the information at the level he needs.

If the user wants the information in printed form or made into a slide for large screen display, he informs the system through further selections. A final chart permits the user to direct the system in selecting a format for the information before it is printed or made into a slide.

The system includes two computers, a mass storage drum, card processor, two magnetic tape units, two consoles and a switch box. Although the system is effective now, a complementary information processing system is being planned to enhance its capabilities.

GROUND-AIR TEAM—C-130 *Hercules* taxies for takeoff after delivering supplies to Army troops in Operation Thayer.

THE WORD

Frank, Authentic Career Information Of Special Interest—Straight from Headquarters

• FIELD ADVANCEMENTS—Last August, the Navy instituted a modified field advancement program as a means of providing advancement opportunities for enlisted personnel serving in Vietnam under conditions which prevent adequate time, facilities, preparation and opportunity for taking the regular Navy-wide advancement examination.

As a result, approximately 3029 petty officers were advanced via this program.

Here's the breakdown by pay grade:

E-7	232
E-6	937
E-5	877
E-4	983

• FOREIGN DECORATIONS — Until recently, the law has prohibited Navymen accepting foreign decorations without the approval of Congress. Usually the medal is pinned on the recipient, then forwarded to the Department of State to hold until the recipient no longer occupies a position of trust in the United States Government.

Heretofore the Bureau of Naval Personnel has prepared lists of newly retired Navymen who have foreign decorations in the custody of the State Department and submitted them to Congress with the request that the decoration be released to the recipient. When Congress approved the list, the decoration was mailed to its rightful owner.

The 89th Congress has changed this procedure. It is no longer taboo for a United States citizen to accept, retain and wear decorations tendered by friendly foreign governments. Neither is it necessary to obtain approval of the Congress to release decorations now in the custody of the Department of State.

There are large numbers of decorations now in the custody of the State Department and a procedure for mailing and accounting for them must be devised. It is, therefore, highly improbable that the Bureau of Naval Personnel will even begin transferring them until later this year.

When the shipment of decorations actually begins, they will be sent to the person to whom awarded or to their next of kin. It is therefore unnecessary to correspond with the Bureau concerning the matter unless there is a change of address to report. Other correspondence on the subject will simply cause further delay.

• WORLD WAR II GI LOANS— On 25 Jul 1967 the doors will close on acceptance of applications for insured or guaranteed loans under the World War II GI loan program.

The eligibility period for loans to World War II veterans is determined by a formula which adds 10 years to the date of last discharge, plus one year for each 90 days of active duty in World War II. However, in no case will entitlement be extended beyond 25 July of this year.

The cutoff date for Korean War veterans is 31 Jan 1975.

• HUMP LAW SHELVED — In view of the present world situation and the concomitant increase in the size of the captain grade, the Navy no longer finds it necessary to utilize the provisions of Public Law 86-155 which has been employed in the past to create vacancies in the grades of captain and commander.

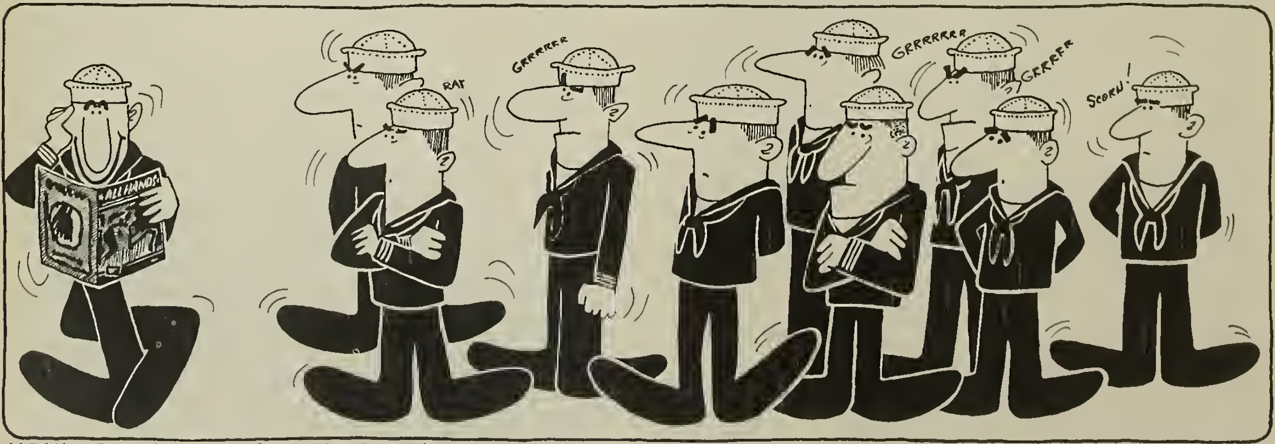
Public Law 86-155 (the so-called Hump Law), which provides for noncontinuation of captains and commanders who twice fail selection, was passed in 1959 because the disproportionately large group of officers who were first commissioned during World War II had created an imbalance, necessitating measures designed to prevent promotion stagnation and excessively low promotion opportunity.

The "noncontinuation" procedure has enabled the Navy to provide equitable promotion opportunity and a reasonable promotion flow to the officers of the World War II hump year groups.

• ADVANCE LEAVE RATIONS— Navymen planning 10 or more days' leave may now collect leave rations before their departure. In the past the extra cash was paid only after the Navyman returned to his station.

Leave rations are presently $1.30 per day. No special request is necessary for advance payment—the approved leave request is considered an approved request for advance leave rations as well.

The advance payment is authorized for any type of leave, whether



YOU'D GROWL TOO if somebody tied up ALL HANDS. Remember to pass this copy along as soon as you're through.

chargeable or nonchargeable (other than excess leave), and will be in addition to any other advance of pay and allowances which may be authorized.

Advance leave rations may be requested orally, and the request is not mandatory. In the event the advance is given, and all the planned leave is not taken (when you return to your station early) a checkage of pay will be necessary to cover the balance.

SecNav Inst 7220.56 provides the authority for action.

- **SPECIAL LEAVE** — Navymen who agree to serve an additional six months in Vietnam after their one-year tour expires will rate a special 30-day leave which will not be charged to leave already accrued. The vacation can be taken almost any place in the world and transportation will be furnished at government expense.

To be eligible for this leave, you must be permanently stationed in Vietnam. This includes afloat units on 12-month tours if they are physically stationed within the 12-mile limit. Their home port need not be in Vietnam.

If you agree to an additional six months of service in Vietnam, the extension will not include the time you consume in your special leave or the travel time involved.

Your extension will begin when your active duty service expires or at the normal expiration of your Vietnam tour — whichever comes first. If you reenlist or voluntarily extend because you do not have enough obligated active duty service remaining to complete a tour extension in Vietnam you are also eligible to receive the leave.

If you go on special leave before completing your normal 12-month tour, the period remaining in the 12-month tour must be served in addition to the period of the extension.

As of 1 Feb 1967, all tour extensions under this policy must be approved by the Chief of Naval Personnel. You probably won't have much difficulty on this count. However, if you are serving in Vietnam in a temporary duty status, your extension won't be approved.

Nor will it be approved if there isn't reasonable assurance that you will serve your extension.

If you decide to extend and take a 30-day vacation, your transportation to whatever spot you choose will be furnished by the government. If government transportation isn't available, you will be reimbursed for your commercial fare. You can go any place in the world that isn't restricted to military personnel on leave.

Your leave must be taken in one big bash because it can't be charged or credited to leave you have already accrued or to leave which you may earn.

You will also have to take it within 90 days before, or within 30 days after, your normal rotation date. After your leave is finished, it can't be extended except in cases of emergency. Extensions, if they are necessary, will be charged against accrued leave.

When your special leave is granted, you will be entitled to leave rations and your authorized travel time to and from your duty station will not be charged against the regular leave you have accrued.

If you want it, you can receive an advance payment for the value of your leave rations. The advance payment, however, will cover only the 30 days of leave and not time spent in travel.

Before your leave begins, transportation arrangements must be made through the U.S. Naval Support Activity at Da Nang and the Naval Support Activity, Saigon.

Whenever possible, you will be authorized travel via a MAC or MAC chartered plane. If this type transportation is not available, you will be sent tourist class via the most expeditious commercial aircraft.

If you travel commercially, you will need a Government Transportation Request (GTR). If the GTR for travel in the United States isn't issued before you leave Vietnam, you can obtain one after you arrive in the United States at the local Military Air Transportation Command.

If additional transportation requests are necessary, they can be obtained by presenting your orders at any naval activity.

You should make your return reservations as soon as possible after your arrival in the United States. This can be done by contacting the Director, Passenger Transportation Division, 12th Naval District at the Naval Supply Center, Oakland, Calif. The area code is 415 and the telephone number is 466-5804. Return reservations may also be made through your nearest district passenger transportation officer or the nearest naval activity.

If you have any difficulties concerning return transportation, additional assistance can be obtained from the Chief of Naval Personnel (Pers B3), Washington, D.C. The area code is 202 and the telephone number is OXford 42262 or OXford 42786.

If you drive to your leave destination after you leave Vietnam, you are not entitled to any reimbursements for such automobile travel. You are not entitled to per diem for any portion of the leave or travel time.

You won't be permitted to leave your duty station in Vietnam until your transportation arrangements have been confirmed. If you are traveling to a part of the world where a passport is required, you must obtain one before you depart your duty station in Vietnam on leave. This can be done by applying in person at the U.S. Embassy in Saigon or by other local arrangements.

When you leave Vietnam, you will take your pay record with you regardless of whether you take your leave inside or outside the United States.

As mentioned before, commercial transportation procured by you in the absence of government/government procured transportation will initially be at your expense. Reimbursement will be made after you return from leave.

If you use commercial air transportation in locations where government surface travel is available, you will be reimbursed only for the amount of the cost of government surface transportation.

Reimbursement for transportation which you pay out of your own pocket will be made in accordance with Navy Travel Instructions. *Be sure you can produce evidence* of your transportation expenditures such as ticket stubs, receipts or certified statements which can serve as evidence of your expenses when you return to Vietnam. Don't throw your ticket stubs or receipts away.

THE BULLETIN BOARD

This Is the Real Scoop: A Navyman's Guide to Navy Manuals

So you've got a question. You're not alone. Ask any personnelman or disbursing clerk, and he'll tell you that just about everybody has questions. Questions about promotion; about transfers; about change of rating; about retirement; and many other problems that crop up from time to time.

There are many ways to find the answers. Some Navymen, for example, will ask the man in the next bunk, or the one who stands in front of them in the chow line. The answers are usually wrong.

Others know where to go for the right answer. Their source is the printed word.

The printed, official, correct, straight word on just about any Navy subject is found, generally speaking, in manuals, and in their explanatory cousins, instructions and notices. There are manuals and directives on security, travel, photography, awards, pay, and on the control of Japanese beetles at air activities.

The trick is to know which to consult to find the answer to your specific question.

If you want general information on how the Navy is governed, you'll do well to browse through the paramount manual of all, United States **Navy Regulations, 1948,** better known as *Navy Regs.*

In 21 chapters, *Navy Regs* outlines the general principles and policies of Navy management. It describes the organization of the Department of the Navy, the duties and responsibilities of the various bureaus within the Navy, and the precedence and duties of the Chief of Naval Operations and his assistants.

Here you also will find outlined the rights, duties, and restrictions of all persons in the naval service; basic laws for control and handling of classified information; instructions as to the procurement of supplies and the handling of money; and information on honors and ceremonies.

The current *Navy Regs* was approved by the President, and issued by the Secretary of the Navy, in 1948. The Chief of Naval Operations is responsible for any changes to it, but such changes must be approved by SecNav, who acts for the President.

While you are looking through *Navy Regs,* you might very well take a look at **Navy Department General Orders,** since they are usually kept in the same binder. *General Orders* cover, in addition to general regulations concerning the organization of the naval districts and the administration of the Department of the Navy, such special rules as the disposition of persons who refuse medical treatment in time of war, Navy policy and practices with respect to alcoholic beverages, and quarantine regulations for aircraft. Also contained in *General Orders* is the Code of Conduct for American fighting men.

Perhaps no other manual will affect you personally, as a Navyman, more than will the **Bureau of Naval Personnel Manual.** For here one finds the regulations governing such important areas as: pay and allotments; the keeping of personnel records; the distribution and transfer of personnel; leave and liberty policies; enlistment, extensions and reenlistments; separations; retirement; and training.

All-Navy Cartoon Contest
William R. Maul, CTC, USN

"Gee! . . . My very first arm!"

The *Manual* is divided into five parts:

A. Organization, Plans and Control

B. Correspondence, Post Offices, Records, and Reports

C. Administrative Regulations and Procedures

D. Training and Education

H. Naval Reserve

The three missing parts have been canceled or included elsewhere in the *Manual.* There is an extensive index, which will help you greatly in finding your answers.

If you want, for example, to find the regulations governing enlisted parachutists in the Navy, take a look through the index, and you will find the subject accompanied by the notation C-7405. From this, you now know that you must look in part C of the *Manual,* where you will find, in Chapter 7, Section 4, Article 05, the information you are looking for.

Before you spread your maps out on the floor and begin deciding where you want to go next, have a look at the *Enlisted Transfer Manual.* It'll tell you a lot of things you should know before you fill out that dream sheet.

Designed to supplement *BuPers Manual,* the *Transfer Manual* relates to all facets of enlisted distribution. Here, you'll find the straight dope on the Seavey/Shorvey system, and an explanation of the codes used on the IBM data cards used by enlisted personnel distribution offices.

It contains the facts on recruiting duty, overseas duty, submarine duty, assignment to service schools, new construction, and humanitarian assignments.

Is that hashmark supposed to be two inches above the top of your cuff, or is it four? If you are uncertain about such things, maybe you should check with **U. S. Navy Uniform Regulations.**

Each chapter of *Uniform Regs* deals with a different category of

Navy personnel, setting down the uniform regulations for each, describing the different articles of the uniform, telling which are minimum or optional, and which is worn with what.

The *Manual* also tells on what occasions each uniform may be worn, and gives detailed description on the proper insignia to be worn with a particular uniform. There are also notes on the care of the uniform, and appendixes containing pictures of the various uniforms, insignia, and medals.

We are living in an age of specialization. For proof, see the **Manual of Navy Enlisted Classifications.** This is the official word on what NEC code identifies what special skill in the Navy. It's very useful for detailers, and others who need to know more about a Navyman's qualifications than just his rating.

Moving up the Navy ladder? If you are, or want to, the **Manual of Qualifications for Advancement in Rating** is must reading. It lists the minimum qualifications necessary to advance through the pay grades in each rating.

The *Manual* spells out practical factors and knowledge factors for each rating which must be learned before advancement is possible. For information concerning advancement in rating which applies to all Navymen, see **Advancement in Rating of Enlisted Personnel on Active Duty** (BuPers Inst P1430.7D).

If you need more education (and who doesn't, these days?) the **Educational Services Manual** (formerly *I and E Manual*) will interest you. Designed primarily for Educational Services officers, the *Manual* outlines the history of the Navy's educational program, and tells how to set up an educational services program, the procedures for counseling, and what kind of correspondence courses are available to Navymen.

A revision of this *Manual* is being prepared for distribution early this year. The new *Manual* will discuss a larger number of voluntary programs available to Navymen, including the newest program from the Veterans Administration.

For education by and for the Navy, however, service schools are the thing. For a list of all enlisted schools, their locations, courses available, and personnel eligible, see the **Catalog of U. S. Naval Training Activities and Courses.**

The **Navy and Marine Corps Awards Manual** (with its three changes) is the word on decorations, medals and awards. The *Manual* sets the rules of eligibility for ships and men to receive awards for duty in specific areas at specified times. In addition to setting down the rules for each award, the *Manual* also lists the ships and units which are eligible for the awards.

Do you know what TOP SECRET actually means? To learn the definitions of the various classifications assigned to Navy documents, see the **Department of the Navy Security Manual for Classified Information,** commonly known as the *Security Manual.* The *Manual* designates who can classify a document, how classified documents are prepared and marked, and who can authorize the disclosure of information.

The numerical evaluation system also is described. Under this system, each storage device (safe, cabinet, or room) has a designated number of points, according to its relative security. To find out if you may or may not store a document in a certain place, dig out the *Security Manual* and consult the table.

The Guide for the Handling and Control of Classified Matter augments the *Security Manual,* interprets it, and provides an administrative guide for all commands, establishing a uniform classified matter control system.

Normally, you probably would not have much need for the **Naval Supply Systems Manual** (formerly *BuSanda Manual*); however, it might be very useful some day if you are assigned to a very small facility which has no supply personnel aboard.

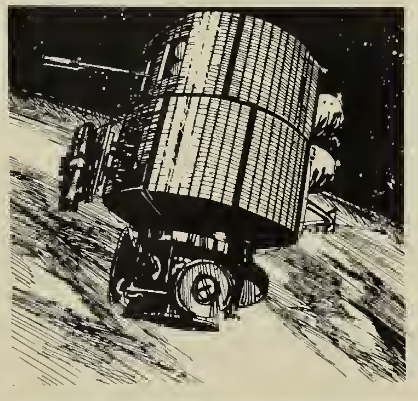
In seven volumes, the *NavSup Manual* outlines the various procedures used in material procurement and expenditures; the receipt, custody, and stowage of goods; purchasing; clothing and ship's store operation; disposal of Navy excess and surplus personal property; shipping and receiving; and of course, much more.

Need paint or cleaning supplies? Ashore you should consult the **Federal Supply Catalog Identifica-**

NOW HERE'S THIS

High Level Wave Study

A suggestion that satellites be used to survey ocean wave action was recently put forth at a Navy-sponsored symposium on naval hydro-dynamics.



Use of satellites might lead to exceedingly accurate wave forecasting which could warn ships of rough seas. Information gathered by an orbiting vehicle would also lead to a better general understanding of the laws which govern wave behavior.

A worldwide wave study is presently in progress under Navy contract.

A spacecraft on a polar orbit could make a complete radar survey twice each day of the winds and waves of all oceans. Such information would be fed into computers and used to compile 24- and 48-hour forecasts.

There would be many advantages to accurate wave condition predictions. Ships could be routed to avoid dangerous zones. The Navy could make more precise plans for such activities as task force deployment, aircraft carrier landings, at-sea transfers and underway refuelings.

tion List which contains descriptions of all Navy-interest items. The size and maintenance of this list would present a problem to afloat commands, so the **Navy Illustrated Shipboard Shopping Guide** has been developed for seagoing sailors. Requisitioning data for both of the above is found in the **Fleet Oriented Consolidated Stock List.**

THE MANAGEMENT of money is always a complex problem, often an exasperating one. That's probably why the **Navy Comptroller's Manual,** the guide to the management of the Navy's money, is so detailed and extensive.

The *Comptroller's Manual*—in 10 volumes—outlines the procedures to be followed in such areas as accounting, disbursing, budgeting, statistical reporting, and the funding of the operating forces. And more. Incidentally, a new manual is coming out soon (it may already have been distributed) called the **Department of Defense Military Pay and Allowances Entitlements Manual.** It will replace Volume Four, Chapter Four, of the *Comptroller's Manual,* and will be a handy reference for the rules and regulations about entitlement.

Jeremiah H. Paoli, IC2, USN

"I think you misinterpreted the chief's description of boot camp!"

If you've ever done any traveling (is there a Navyman who hasn't?), all or part of your trip was probably regulated by **Joint Travel Regulations.** Since, as you may have noticed, travel costs money, the two volumes that make up the *JTR* are issued by the Office of the Comptroller. They apply to all the services.

JTR contains basic regulations concerning travel and transportation allowances which affect nearly everybody. Some of the areas covered are: Travel requests (TRs); TAD travel; dependents' travel; shipment of household goods; trailer allowances; dislocation allowances; and travel by POV. Personnel who are overseas, or about to go, should be interested in the tables found in *JTR* which give the cost of living index, housing allowance, and per diem rate for pertinent overseas cities.

Navy Travel Instructions amplifies the rules laid down in *JTR* as they apply to the Navy and Marine Corps. *JTR,* of ocurse, takes precedence over *Navy Travel Instructions* where they conflict.

MEDICAL ADMINISTRATIVE procedures are outlined in the **Manual of the Medical Department,**

If You Can't Find It in the Manuals, Chances Are

Manuals, of course, cannot cover every detail of Navy life. If they did, there would be no need for Navy directives, issued by authoritative offices within the naval establishment, which establish policy, organization, conduct, methods, or procedures. Directives may require action, or set forth essential information, or contain authority or information that must be promulgated formally.

There are two kinds of Navy directives:

- An **Instruction** is a directive containing authority or information having continuing reference value or requiring continuing action. It remains in effect until superseded or otherwise canceled by the originator or higher authority.
- A **Notice** is a directive of a one-time or brief nature, with a self-canceling provision, that has the same force and effect as an instruction. Usually it will remain in effect for less than six months, and it is not permitted to remain in effect for longer than one year.

If information or guidance is of such immediate interest to Navymen that it can't wait for distribution through normal channels, it might be promulgated as an **AlNav,** a message sent from the Secretary of the Navy to all ships and stations.

For example, AlNav No. 64 of 1966 was a discussion of the details of the Military Medical Benefits Amendments of 1966, effective 1 Oct 1966, authorizing broadened civilian outpatient services for dependents.

Other message-type directives are AlNavSta, AlStaCom, AlStaOut, NavAct, and NavOp.

Each directive is identified by an originator, type of directive, and subject classification number. Instructions also have a consecutive number following the subject number, further to identify them. For example, in SecNav Inst 5210.11, "SecNav" is the originator, "Inst" is the type of directive, "5210" is the subject number, and ".11" is the consecutive number.

When an instruction requires a substantial change, it is rewritten, reissued, and carries the date of revision. Each revision is assigned the same subject classification and consecutive number as the superseded instruction, and is further identified by a capital letter suffix. The first revision would be 5210.11A, the second revision 5210.11B, and so on.

Notices are not assigned consecutive numbers, because of their one-time nature or brief duration. There may be several notices bearing the same number and differentiated only by date of promulgation and subject title.

Here's a list of instructions and notices which concern large numbers of Navymen, and which could come in handy some day when you need an answer to a question which is not covered in a manual.

There are, obviously others.

- SecNav Inst 1001.16—Fulfilling military service obligation
- SecNav Inst 6100.1—Physical fitness program

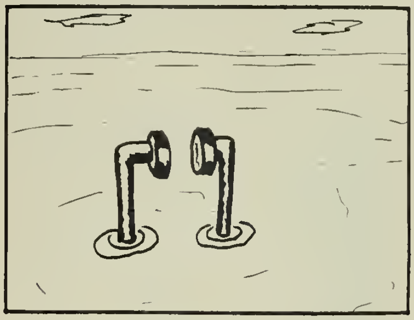
Bureau of Medicine and Surgery. It sets down the duties of medical officers and hospital corpsmen; provides for the procurement, storage, and issue of medical supplies; and gives procedures for stowing health records and submitting various reports.

Also included are the requirements for all types of physical examinations: for entrance into the Navy; for submarine duty; for diving duty; nuclear power duty; and for the various officer candidate programs.

The **Uniform Code of Military Justice** sets down the disciplinary rules under which Navymen, and men of the other services, must live. Enacted by Congress in 1950, the *UCMJ* establishes laws of conduct for all servicemen.

Article 137 of the *Code* states that several designated articles will be explained to each serviceman when he enters active duty, after he has been on active duty for six months, and when he reenlists. A poster-type copy of them should be on your ship or station bulletin board, since *Navy Regs* requires that they be posted in a conspicuous place for all to see.

All-Navy Cartoon Contest
William N. Spague, RD3, USNR



The **Manual for Courts-Martial** explains the types of courts-martial held in the Navy, their jurisdiction, their membership, procedures and punishments. It also covers such matters as preparation of charges, non-judicial punishment, rules of evidence, review of court-martial proceedings, new trials, oaths and habeas corpus.

The how-to book for Navy legal officers is the **Manual of the Judge Advocate General.** Here, a legal officer can find such useful information as how to conduct a court of inquiry, how to prepare an injury report, the procedures used in a formal investigation, how to process a claim, and rules for use by naval examining boards which must review promotions and appointments.

Court-Martial Reports contain reports of all decisions of the Court of Military Appeals and those of service Boards of Review which are thought to be of widespread interest.

MUST READING for anyone typing official letters, memorandums, speedletters, etc., is the **Department of the Navy Correspondence Manual,** SecNav Inst 5215.5A of 20 Jan 1966. The *Manual* gives the rules on addressing, spacing, indentation, and the myriad rules which the Navy follows in official correspondence. It is well indexed for quick reference, and offers examples of each type of correspondence used by the Navy. A companion document which explains the Navy's use of instructions and notices is the **Navy Directives System,** SecNav Inst 5215.1B of 1 Oct 1964.

An argument about the seniority of two admirals? Settle it quickly with a look at the *Navy Register* (officially, the **Register of Commissioned and Warrant Officers of the U. S. Navy and Marine Corps and Reserve Officers on Active Duty**).

It is published each January by BuPers, and issued to all ships and stations. In addition to an alphabetical listing of all officers, there is a complete lineal list.

These are, of course, only a sampling of the Navy's manuals, which are in daily use in the Navy. There are the specialists' manuals, such as the **Public Affairs Manual,** and the **Landing Party Manual.**

Almost every Navy rating has one or more **Navy Training Course Manuals** designed to help in advancement and to do your job better.

And, there are plenty of others. For example **Separation and Reenlistment Guide** (NavPers 15877) contains detailed instructions, primarily clerical, for separating and reenlisting naval personnel.

They're all different, yet all serving the same basic function. A good source of information when you need it. —Jim Teague, JO1, USN.

That You Will Locate It Here

- SecNav Inst 6320.8 series—Medical care for dependents
- BuPers Inst 1740.3—Planning of retirement
- BuPers Notice 1430—List of personnel advancing to CPO
- BuPers Inst 1440.27A—SCORE program
- BuPers Inst 1133.13C—STAR program
- BuPers Notice 1418—Dates of Navy-wide exams for advancement in rating
- SecNav Inst 11101.49A—Payment of BAQ to members of the uniformed services
- BuPers Inst 1133.18A—Variable reenlistment bonus program
- OpNav Inst 2700.17A—Distribution of dependents' allotment checks
- SecNav Inst 7220.43—Subsistence allowance for enlisted personnel
- SecNav Inst 7220.11G—Clothing allowance
- SecNav Inst 1300.9—Humanitarian transfers
- BuPers Inst 4650.8A—Transportation of dependents in MSTS vehicles
- BuPers Notice 1306—Cutoff dates for Seavey
- SecNav Inst 5801.1B—Legal assistance program
- JAG Inst 5840.2B—Free entry of personal and household effects
- SecNav Inst 1741.3—Housing Act of 1954 (mortgage loans to servicemen)
- BuPers Inst 1120.18L—Integration, Warrant Officer, LDO programs
- SecNav Inst 1750.5—Dependents' ID cards
- BuPers Inst 1611.12—Officers' fitness reports
- SecNav Inst 1710.5A—Participation in international sports competition
- BuPers Inst 4002.1—Loans of personal property
- SecNav Inst 1742.3—Absentee voting by Armed Forces
- SecNav Notice 1650—Vietnam Service Medal
- If in doubt check the latest changes in each series.

New ID and Privilege Cards For Dependents of Retirees

On 1 January, medical care from civilian sources was extended to dependents of retired members and former members of the uniformed services who are (or were when they died) receiving retired pay. Dependents of uniformed services members who died while on active duty for more than 30 days were also included. Parents and parents-in-law of active duty, retired and deceased members, however, were excluded (see the December 1966 issue of ALL HANDS).

Under the law, retired members, former members receiving retired pay and their wives, widows and unmarried incompetent children are entitled to civilian medical care until they reach age 65. At that time, most are transferred from civilian medical care under the military plan to Social Security Medicare.

To be eligible for the new civilian medicare benefits, a dependent of a retired member must have in his possession a newly issued Uniformed Services Identification and Privilege Card (DD Form 1173).

All-Navy Cartoon Contest
William R. Maul, CTC, USN

"Do you, uh . . . have an appointment . . . ?"

To make distribution of new cards as easy as possible, the Navy has authorized all card-issuing activities to give eligible dependents of retired personnel new identification cards on the strength of the ID cards they now possess. In such cases, however, a new application form (DD 1172) must be signed by the sponsor.

The expiration date shown on the new cards will be the same as that carried on the old card or the date of the dependent's 65th birthday—whichever comes first. At age 65, the dependent usually is transferred from civilian medicare under the military plan to Social Security medicare.

In the event a dependent over 65 is not eligible to receive hospital insurance under Social Security, he may present a statement from the Social Security Administration concerning his ineligibility for Social Security hospital insurance and he will then be kept on civilian medicare under the military plan.

The exchange of identification and privilege cards by eligible dependents of retired personnel is a one-time-only event. Subsequent cards will be verified as prescribed by BuPers Inst 1750.5C.

Navy card-issuing activities will find BuPers Notice 1750 of 11 Dec 1966 a handy guide concerning eligibility for civilian medicare. The Notice also contains useful information on the mechanics of reissuing new Identification and Privilege cards.

Credentials for Retired Navymen Using Medicare

The 1966 Military Medical Benefits Amendments have also caused a change in credentials for retired Navymen. (See article above.)

The DD Form 2N (RETIRED) in use has carried one of several notations: It indicated the member was retired; or carried a separation date five years from the date he was placed on the temporary disability retired list; or indicated no medical care when the retired member had served for less than eight years.

On 1 January, civilian medical care was extended to all members of the armed forces who are entitled to retired pay regardless of active duty service length. On their 65th birthday, however, they are transferred to Social Security medicare and are issued DD Form 2N (RETIRED) with the notation *NoCivMedCare* and an *indefinite* expiration date.

The Navy is making every effort to provide Navymen who retire after 1 January with DD Form 2N (RETIRED) before they leave active duty. If the card can't be issued before a man retires, he is provided with a verified NavPers 2721 which he may later present to any Navy ID card-issuing activity and receive a new card.

When a retired Navyman is not entitled to medical benefits under the Social Security Act after he reaches age 65, an entry indicating the reason he is not entitled to these benefits will be made on his NavPers 2721 by the verifying activity.

All Navy card-issuing activities are authorized to verify NavPers 2721 on the strength of his old Form 2N (RETIRED) and to issue a replacement. This convenient procedure will be offered only during the changeover period. Subsequent cards will be issued as precribed by the *BuPers Manual.*

Any questions concerning entitlement will be resolved by the Commanding Officer, Naval Reserve Manpower Center, located at Bainbridge, Md.

Correspondence Courses

Seven enlisted rating correspondence courses and two officer courses have been revised.

The officer courses are Airfield Pavements, NavPers 10751-A which supersedes NavPers 10751-3, and Principles of Naval Ordnance and Gunnery, NavPers 10922-B, superseding NavPers 10922-A3.

The revised enlisted courses are:

Photographic Intelligenceman 3 & 2, NavPers 91592-B; supersedes NavPers 91592-A.

- *Builder 3 & 2*, NavPers 91584-2A; supersedes NavPers 91584-2.
- *Yeoman 1 & C, NavPers* 91416-3B, supersedes NavPers 91416-3A.
- *Fire Control Technician 3*, NavPers 91339-1A; supersedes NavPers 91339-1.
- *Opticalman 3 & 2*, NavPers 91386; supersedes NavPers 91387-D and NavPers 91388-C.
- *Disbursing Clerk 1 & C*, NavPers 91438-3A; supersedes NavPers 91438-3.
- *Interior Communications Electrician 3 & 2*, NavPers 91529-1; supersedes NavPers 91528-E and NavPers 91529-D.

Ready Definitions of Hospital Insurance and Medical Insurance

Medicare offered under both the military plan and under Social Security sometimes requires a definition of terms not found in the average dictionary. Two such terms are *hospital insurance* and *medical insurance.*

Both terms are found in the Social Security lexicon. They designate the two parts into which the broad Social Security program of health insurance for people over 65 can be divided. The terms become of interest to military personnel when they reach age 65 and are transferred for medical care to the Social Security Administration.

Here are the definitions. Bear in mind that we are talking about Social Security.

Hospital insurance helps pay the bills when you are hospitalized. It also provides payment for nursing care and other services in an extended care facility after hospitalization, outpatient hospital diagnostic services and some health services after hospitalization.

The insurance is financed out of special contributions from earnings paid by employees, their employers and self-employed persons. Therefore, people will not have to pay for this protection when they are older and not working.

Medical insurance helps pay for physicians' services and for a number of other medical services and supplies not covered by hospital insurance.

Medical insurance is voluntary and people will have it only if they enroll. This part of the program is financed by monthly premiums shared equally by the people who choose this protection and by the federal government.

Here Are Options on Duty Available to Navymen Returning from Vietnam

When you have a year of continuous Vietnamese duty behind you, you get dibs on your choice of upcoming duty stations. Assignments to specific home ports, type ships and units or specific areas, however, still have to be consistent with current manning levels and commitments.

Also, if you want shore duty, you must be eligible for Seavey and either have, or acquire, the necessary obligated service for the Seavey segment in which you are assigned.

If you're returning from Vietnam but are not eligible for Seavey, here are the options available:

- You can be assigned to sea duty in the Fleet of your choice. If you choose Atlantic Fleet sea duty, you must have at least 12 months of obligated service if your tour completion date is March 1967 or earlier. If your tour completion date is April 1967 or later, you must have a minimum of 16 months of obligated service when you transfer.
- Another option gives you priority consideration for assignment to overseas duty including Fleet units homeported in foreign countries. If you choose this option, you must have the qualifications prescribed in Chapter six of the *Enlisted Transfer Manual.*
- You can also receive advanced schooling consideration if you are qualified and your commanding officer recommends you.

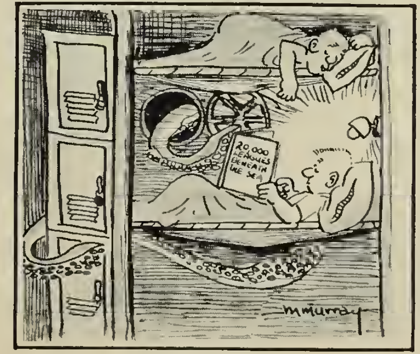
When you have completed one year of duty in Vietnam, you won't be assigned to a deployed unit or a unit scheduled for any but local operations within three months of your reporting date.

A second tour in Vietnam won't be assigned within three years unless it is approved by the Chief of Naval Personnel. This, however, doesn't preclude assignment to a rotating unit which may be stationed in Vietnam during the course of its deployment.

In case you want to extend your tour in Vietnam (and many do) every effort will be made to give you what you want, but you would do well to make your request at least four months before your tour ends.

If you don't want to acquire an obligation for preferred service after your Vietnam duty and your active duty obligation exceeds your tour completion date in Vietnam by one to three months, you can be transferred for separation when your tour ends. Those who do go on to another duty station can expect a 30-day leave between stations.

All-Navy Cartoon Contest
LT Melville C. Murray, SC, USNR



BuPers Notice 1306 of 8 Dec 1966 gives administrative details.

Deadlines Set for Return of USAFI Testing Materials

The mission of the United States Armed Forces Institute is to provide the means by which a serviceman may study subjects normally taught in civilian academic institutions, so that he may be more efficient in his job, increase his capability to advance, and satisfy his desire for more education.

To carry out this mission, USAFI provides an elaborate testing program consisting of the following.

- End-of-course tests.
- General Educational Development (GED), high school level.
- Comprehensive College Tests—General Education (CCT-GE).

The maintenance of the security of test materials, and the observance of established time limits for returning test materials are important.

Appropriate personnel should be thoroughly familiar with the requirements of handling USAFI test control materials, the tests should be administered promptly, and the appropriate security measures observed.

In the event that the time allotted for return of the completed test materials (30 days for shore units, 60 days for sea) cannot be met, an extension should be requested from the issuing USAFI office before expiration of the normal time limit.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, BuPers Instructions and BuPers Notices that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 71—Discussed action to be taken as a result of enactment of military medical benefits amendments of 1966.

No. 72—In anticipation of possible Congressional hearings, requested all possible information on transactions between naval personnel and auto sales organizations which resulted in non-delivery, or delivery of automobiles at substantially higher prices.

No. 73—Announced approval by the Secretary of the Navy for the President of selection board report that recommended warrant officers for promotion to the grades of CWO-4, CWO-3 and CWO-2.

No. 74—Announced approval by the Secretary of the Navy for the President of selection board reports which recommended line officers for promotion to the grade of lieutenant commander.

No. 75—Conveyed Thanksgiving Day message from the Secretary of the Navy to all Navy and Marine Corps personnel.

No. 76—Announced approval by the President of temporary promotion of Marine Corps officers to the grade of major general.

No. 77—Conveyed Christmas greetings from the Secretary of the Navy to all Navy and Marine Corps personnel.

Notices

No. 1306 (28 October)—Announced the sea duty commencement cutoff dates which establish the eligibility of enlisted personnel for Seavey A-67.

No. 1430 (28 October)—Announced the names of those individuals who were authorized advancement to Senior and Master Chief Petty Officers.

No. 1520 (31 October)—Announced the names of those selected for the postgraduate program and the undergraduate program for academic year 1967-68.

No. 1421 (2 November)—Authorized promotions to the grade of commander.

No. 4632 (3 November)—Prescribed a standard form for authorization of military standby commercial air travel for issue to Navy personnel.

No. 1531 (4 November)Provided information concerning newly authorized opportunities available to sons of members of the armed forces, including Reserves, for nomination to the U.S. Naval Academy.

No. 1306 (17 November)—Described Change No. 11 of the *Enlisted Transfer Manual* which establishes toured rotation procedures for enlisted submariners in the Fleet Ballistic Missile force.

No. 1410 (18 November)—Authorized waiver of certain eligibility requirements for participation in the January 1967 military/leadership examinations and the February 1967 Navy-wide advancement exams.

No. 1070 (25 November)—Issued an advance change to the *BuPers Manual* to provide instructions for the preparation of the Navy Occupation/Training and Awards History, NavPers 601-4 (Rev 6-66).

Bruce E. Stewart, JOSN, USN

"All I said was . . . 'too many chiefs and not enough Indians.' "

No. 1440 (25 November)—Announced changes to the qualifications for advancement in rating for Fire Control Technician (FT).

No. 1560 (28 November)—Emphasized the need for the prompt return of USAFI test control materials.

No. 1321 (1 December)—Directed compliance with BuPers Inst 1321.2E which prohibits issuance of TAD orders to Reserve officers on active duty for training.

No. 1750 (1 December)—Provided instructions governing issuance of DD Form 1173 to establish entitlement to civilian medical care under Public Law 89-614.

No. 1421 (6 December)—Provided authority for making promotions to the grade of lieutenant commander.

No. 1306 (8 December)—Discussed procedures for assigning enlisted personnel completing tours in Vietnam.

No. 1900 (8 December)—Advised commands of the revision of DD Form 214, its distribution and effective date of use.

No. 5512 (9 December)—Amended instructions governing the issuance of ID cards for retired personnel.

More Pointers for Shipboard Fire Prevention Teams

In the days of wooden sailing ships, a fire at sea was a major catastrophe. Steel has replaced wood and steam has replaced sail but a shipboard fire can still be disastrous.

CINCLANT has made a few observations on the subject and offered several suggestions which appear pertinent for Navymen in general. Here they are:

Fire in a ship is always a possibility, but its probability can be substantially reduced or eliminated if Navymen know how to handle and stow pyrotechnics, explosives and flammable liquids and gases.

Although every precaution should be taken to prevent fire in ships, seagoing sailors should nevertheless know the location and use of escape routes—particularly those from their working and berthing areas. Every man on board should be able to negotiate these passages in darkness and through smoke.

Each crew member should know where firefighting equipment is stowed in both working and berthing areas.

Fire parties should be thoroughly trained and particular attention should be given to the qualifications of temporary and standby fire parties. All crews, particularly those of small ships, should also be trained to use the handy-billy pump.

Careful attention should be given to keeping firefighting and emergency lighting equipment in good working order. When the emergency arises, it is too late to make repairs.

Technique of Writing Ships' Histories Is Not Difficult Once You Get the Hang of It

February was the month during which every ship, naval command and established shore or field activity is required to submit to the Chief of Naval Operations a history of its activities during the previous year.

This documentation is essential for the Navy to maintain a proper record of its experience and to make certain that the achievements of individual commands are preserved.

Because of the great diversity of commands, histories are expected to vary widely in content and length. However, even relatively small shore or field activities must now submit brief accounts of their year's achievements so that these can be remembered for the future. Large shore commands, ships, and other Fleet commands have long sent in histories.

Information contained in histories is used to answer queries from the public and as material for current official studies as well as to develop morale and pride in the Navy. Eventually, the documentation of each command becomes the basis for compiling official naval histories.

A few words concerning the preparation of the current year's activities might be in order at this point.

Manuscripts should be typed double-spaced on standard letter-size paper. If you have charts, tables, photographs, documents and graphs to illustrate your point, by all means include them.

A good way to identify the major sources of information contained in your history is by using footnotes. In this manner, the user who requires more detailed information can readily identify the basic documents.

If used, footnotes showing the originator, serial and date of the source document should be typed single space at the bottom of the page or at the end of the history.

Your primary aim should be the presentation of a complete summary of command information; therefore, you should use classified material whenever it is necessary to achieve this end.

You would do well not to wait until the end of the year to begin work on your history. Continual attention during the year will not only make writing easier but it will

WHAT'S IN A NAME

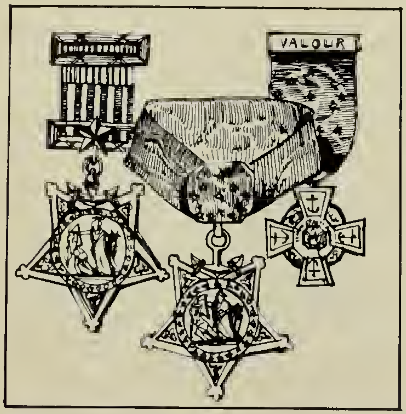
Medal of Honor

Our nation's highest—and most esteemed—military decoration is the Medal of Honor. Although this award is commonly referred to as the "Congressional Medal of Honor," there are actually three separately designed medals, one for Navy, one for Army, and one for Air Force. Except for differences in design, these three medals are otherwise identical in purpose and esteem. The law provides that they are to be presented by the President in the name of Congress.

The U. S. Navy had the nation's first Medal of Honor. It was created at the request of President Lincoln, and had as a major aim the "promotion of efficiency."

Congress, by an Act approved 21 Dec 1861, provided that "The Secretary of the Navy be, and is hereby authorized, to cause two hundred medals of honor to be presented with suitable emblematic devices which shall be bestowed upon such petty officers, seamen, landsmen, and marines as shall most distinguish themselves by their gallantry in action and other seamanlike qualities . . ." The Army Medal of Honor was established by a separate Act of Congress approximately six months later.

The Navy Medal of Honor now in use has evolved through numerous Acts of Congress which have from time to time varied the purpose, effect, and design of the medal. The most recent act, the Act of 25 Jul 1963 (Public Law 88-77) provides for the award of the Navy, Army, and Air Force Medals of Honor under identical criteria. The following is quoted from the above act:



"The President may award, and present in the name of Congress, a medal of honor . . . to a person who, while a member of the naval service, distinguishes himself conspicuously by gallantry and intrepidity at the risk of his life above and beyond the call of duty—

- "While engaged in an action against an enemy of the United States;
- "While engaged in military operations involving conflict with an opposing foreign force;
- "While serving with friendly foreign forces engaged in an armed conflict against an opposing armed force in which the United States is not a belligerent party."

Under the original law and until 1915, the Navy Medal of Honor could only be conferred upon enlisted personnel. A monetary allowance of some nature has generally accrued to the holder of the Medal of Honor.

For example, an amendment approved 16 Jul 1862 provided that seamen distinguishing themselves in battle or awarded the Medal of Honor could be promoted to "forward warrant officers or acting master's mates" and also be given a gratuity of $100.

An Act of 27 Apr 1916 provided for the payment of $10 per month for life to a recipient of the Medal of Honor awarded for combat action, when the recipient reached the age of 65 years, provided he had been completely separated from the service.

The most recent act, the Act of 13 Oct 1964 (Public Law 88-651) as amended, provides for the payment of $100 per month for life to all Medal of Honor recipients without reference to age or service status.

The Navy Medal of Honor was designed by A. C. Paquet. Symbolically designed, the star-shaped medal of bronze shows the figure of Minerva. Encircled by the stars of the 34 states of 1861, she holds in her left hand the fasces (badge of authority), and in her right hand a shield, driving before her the figure of Discord. The medal proper is suspended by an anchor from a neckband of light blue with a cluster of 13 small white stars.

make the final product more complete.

Documents can be set aside and rough chronological drafts written throughout the year. This procedure will pay dividends when the final deadline approaches.

No one person in a command knows everything that goes on. Historians should consult others concerning sources of information and major occurrences.

If this is not done, it is a safe bet that something important will be overlooked. Another method of insuring completeness is to circulate a draft of your history to as many knowledgeable people as possible before the final document is written.

Literary masterpieces are not expected. Clarity, however, is essential. This quality can be achieved by a simple, logical and concise presentation.

Avoid abbreviations and technical jargon when writing. If code words are necessary, they should always be defined.

Each history should be organized along the following broad lines: Brief overall chronology; command organization and relations; operations or activities; special topics; lessons learned or conclusions; and documentary annexes.

More detailed information on the fine points of this outline together with official information on compiling naval histories can be found in OpNav Inst. 5750.12.

Junior NROTC Program Open To High School Students

When school begins next fall, high school students in many parts of the country will have the opportunity to enroll in a basic naval science course, similar to the college NROTC program.

By fall, about 30 Naval Junior Reserve Officer Training Program units will be designated, each unit including one or more high schools. By mid-1971 there may be as many as 275 units.

The NJROTC course will be offered to sophomores, juniors and seniors in most high schools. It will also be available to freshmen in military-type schools.

The course concentrates on basic naval science. Each year is composed of 96 hours of classwork—three hours each week.

Chief is Convinced by CPO Academy

Is the Navy's Chief Petty Officer Academy just an advanced boot camp? A waste of time for the experience-wise CPO, even if he is new in his rate?

Chief Yeoman James B. Storey of Training Squadron 27, like many CPOs, felt that this was probably true.

He reluctantly left NAS Corpus Christi last fall to enroll in the Pensacola Academy together with 59 other Navy chiefs selected from various commands.

What possible value would five weeks of senior-citizen boot camp be to him, he thought? After all, he considered himself squared away. Hadn't he fairly well mastered this man's Navy by making E-7? Who needed the CPO Academy, anyway, with all its marching and drilling?

Chief Storey soon found answers to his questions and realized marching to classes and meals, and practicing military drill were only a small part of the over-all Academy curriculum.

He attended classroom sessions covering a variety of subjects, such as effective speaking, world affairs, communism, geo-politics, insurgency and counterinsurgency, the United Nations, naval history, leadership, management techniques and naval justice.

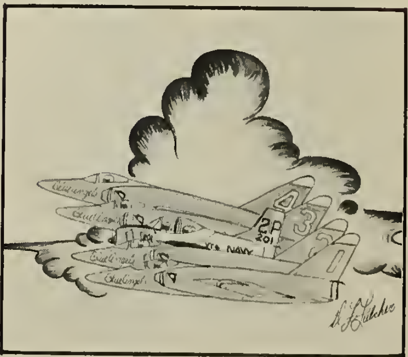
Chief Storey and his classmates began their day at 0445 with the first of six daily classroom sessions beginning at 0800. Each day's hours were stretched to include courses in physical fitness, athletics and two hours of drill.

After two weeks as right guide for the Second Platoon's drill unit, Chief Storey was assigned as platoon drill leader. This job he handled aptly, evidenced by the Second Platoon's designation as Honor Platoon four out of the five weeks' military drill competition.

At the graduation banquet for his class, the training squadron chief received a trophy and certificate designating his platoon as the top unit for the entire course.

Like many of the Academy's student CPOs who enter the school with the impression ". . . . . . it's a waste of time," Chief Yeoman Storey graduated with a complete reversal of opinion.

All-Navy Cartoon Contest
David F. Fulcher, ADR3, USN



"Just ignore him, fellas . . . he'll go away."

List of New Motion Pictures Available to Ships and Overseas Bases

The list of recently released 16mm feature movies available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

The Sucker (C) (WS): Comedy; Bourvil, Louis de Funes.

A Study in Terror (C): Melodrama; John Neville, Donald Houston.

Not With My Wife, You Don't (C): Comedy; Tony Curtis, Virna Lisi.

An American Dream (C): Drama; Stuart Whitman, Janet Leigh.

Torn Curtain (C): Melodrama; Paul Newman, Julie Andrews.

Any Wednesday (C): Comedy; Jane Fonda, Jason Robards.

Bang, Bang, You're Dead (C): Melodrama; Tony Randall, Senta Berger.

OSS 117 — Mission for a Killer (C): Melodrama; Frederick Stafford, Mylene Demongeot.

Gambit (WS) (C): Mystery Drama; Shirley MacLaine, Michael Caine.

The Racetrack Murders: Mystery Drama; Hansjorg Felmy, Helmuth Lohner.

Lost Command (C) (WS): Melodrama; Anthony Quinn, Claudia Cardinale.

The Tramplers (C): Western; James Mitchum, Joseph Cotten.

VAP Proves Its Motto: Every Man in Vietnam Is a VIP

MOST MEN share General Sherman's opinion of war. Nevertheless, even in a war, the cream of human kindness frequnetly rises to the surface, and man reaches out to help his fellowman. Here are a few examples of how Navymen are helping their South Vietnamese neighbors near Da Nang.

A fire destroyed several homes in the nearby village of Truyen Tin. Rear Admiral Thomas R. Weschler, Commander of the U. S. Naval Support Activity at Da Nang, heard about it and asked for volunteers to help repair the damage.

The whole thing turned out to be quite a project. It was to have been a relatively simple construction job; instead it turned into a full-fledged Navy goodwill program, reinforced with wood and cement.

The program is called VAP for Volunteer Assistance Program. The volunteers work in the village in groups of three. They remain there a month and their work week is usually seven days long.

When the first sailors moved into Truyen Tin, they slept on the ground under ponchos. They now live in a small house and the villagers invite them into their homes for meals.

When the volunteers helped rebuild the homes destroyed by fire, they went about their work as assistants—not as supervisors. With the Navy supplying cement, wood and corrugated sheet metal, the job was soon completed.

Since that time, Navymen have helped the villagers with other projects to improve health and living conditions in Truyen Tin.

BECAUSE of the presence of two U. S. Navy doctors and a handful of Navy corpsmen, many of the children of Hoa Khanh near Da Nang are starting life a little bit healthier than they otherwise would.

About a year ago, a badly nourished child in the village needed medical attention that only a hospital could provide but there was no children's hospital in which to treat him.

That, however, was an obstacle reasonably easy to overcome. A site was chosen, and, within days, U. S. Marine Corps engineers had built a strong-backed frame and covered it with a tent.

Navy wives' clubs and others contributed enough money to hire three Vietnamese women and to give them nurse's training.

The first patient was admitted to the hospital on 26 December in 1965. He was bathed, treated, given new clothes, a toy and put to bed.

When the villagers saw the sick being made well, the number of patients increased by leaps and bounds. New quarters were needed.

The men of Naval Mobile Construction Battalion One drew the job and, while they were about it, they greatly increased the capacity.

Now the hospital treats children whose ages range from nine months to 16 years. Their ailments are not trivial. They run the gamut from war wounds to the plague.

DA NANG is the goal of refugees who have been driven from their homes by Viet Cong terrorists in outlying areas. Most arrive with no more than they can carry on their backs.

To reduce the burden of the refugees and, at the same time, to help the armed forces, a vocational training program was begun at Da Nang. The first courses—carpentry and truck driving—were given at the Da Nang Polytechnical School last summer.

The beginning was modest but it was closely watched by American and Vietnamese officials. When the program proved to be successful, class hours were increased from three to eight hours a day, six days a week.

Courses in sheet metal fabrication and welding were added to the curriculum and all courses were taught by Navy specialists in the field. Vietnamese instructor-interpreters who had practical experience in each occupation were brought in.

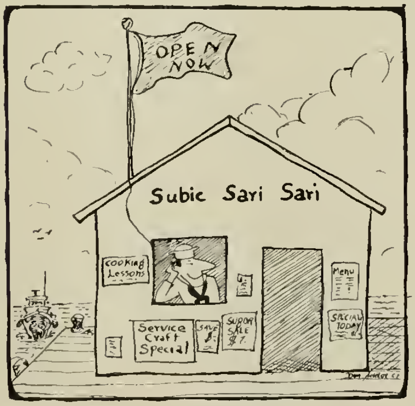
Two months of hard work by teachers, students and the Navymen who supplied the school bore fruit at the end of last August when the first graduates went to work.

NOW HERE'S THIS

Pearson's Sari-Sari Store

When Byron H. Pearson, CS2, USN, arrived at Subic Bay, he liked the ubiquitous sari-sari stores he found in the vicinity. He liked them so well, in fact, that he decided the Navy should open its own version at Subic Bay Naval Base.

A sari-sari store, as old Philippine hands know, is a small neighborhood shop where you can at any hour buy almost anything from rice for supper to material for a shirt.



Pearson's Philippine-style version of a Navy dry goods provision storeroom sells odds and ends to 21 service craft such as tug boats, yard oilers and assault boats. Pearson prepares menus for the boats, supervises the cooks and serves as general culinary troubleshooter.

After a few weeks of operation, the Navy found the idea was working so well that it warranted installation of refrigeration equipment, thereby making more and even better service possible.

When the store is open for general business, Pearson hoists one signal flag above the establishment. Another flag tells when it's time to make the weekly market trip to purchase dry provisions.

The store grosses about $4000 a month, with coffee, rice and sugar the biggest sellers.

So far, the store has been quite handy to have around.

—Philip D. S. Gillette, JO2, USNR.

More Ships and Units Listed for VSM

In response to the many inquiries received in the Bureau of Naval Personnel, All Hands *is publishing here for your convenience the most recent list of those ships and units, with dates of eligibility, which have been awarded the Vietnam Service Medal.*

The names of those ships and units, with dates of eligibility, which have been awarded the Antarctica Service Medal, the Navy Expeditionary Medal and the Armed Forces Expeditionary Medal will be provided in future issues as a handy reference guide to those men who may have since been transferred from ships or units who participated in these activities.

Additional lists will be printed from time to time as further information becomes available.

Eligibility dates of those ships and units listed in the August 1966 issue of All Hands are not repeated here. This is a supplement to that list. Eligibility dates of the Antarctica Service Medal are listed for the first time in the basic directive.

The implementing instruction, SecNav Inst. 1650.1C, Change 3, dated 9 Nov 1966, also includes a list of ships and units eligible for the Navy Unit Commendation during the period from World War II to Vietnam. This NUC list will not be printed, nor will the Marine Corps Expeditionary Medal, which may be found in Change 2.

Thus, if you served in the ships or units listed below and in future issues, and during the periods shown (or those listed in the August 1966 issue of All Hands), you may be eligible for one of the following medals:

- Armed Forces Expeditionary Medal—For the operations in Vietnam, Berlin, Taiwan, Cuba, the Dominican Republic, Laos, Lebanon, Congo, and Quemoy-Matsu.
- Navy Expeditionary Medal—For Cuban operations between 3 Jan 1961 and 23 Oct 1962.
- Vietnam Service Medal—For service in Vietnam between 4 Jul 1965 and a terminal date which will be announced.
- Antarctica Service Medal—For participation in expeditions below 60° South Latitude after 1 Jan 1946.

U. S. Coast Guard and USNS ships, listed in the SecNav Instruction, are not listed here.

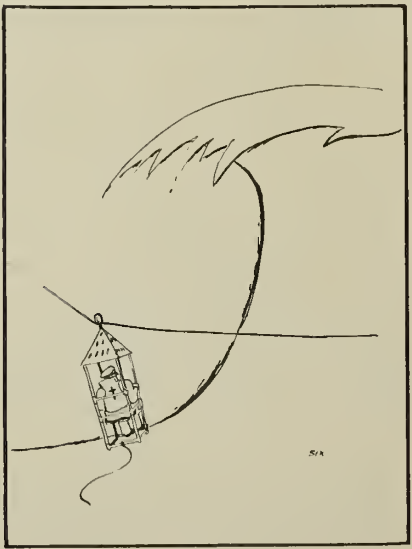
To qualify for the awards, you must have actually participated in the action or service for which the respective medal was awarded. Members of rear echelons, transients, observers, and personnel assigned for short periods of TAD are normally not eligible for the awards unless they participated in actual combat operations.

Navymen who meet the above criteria for Vietnam operations between 1 Jul 1958 and 3 Jul 1965 are eligible for the Armed Forces Expeditionary Medal. However, they may be awarded the Vietnam Service Medal in lieu of the AFEM if they so wish. No individual may be issued both of the medals for his service in Vietnam.

(It is possible, of course, for you to receive both the Vietnam Service Medal and the AFEM provided the latter award was for service in Berlin, Lebanon, Quemoy-Matsu, Taiwan, Congo, Cuba, Laos or Dominical Republic, and you elect to be awarded the Vietnam Service Medal rather than a star on the AFEM.)

The Vietnam Service Medal is being awarded to all members of the Armed Forces serving at any time in Vietnam, its waters, or its air space, between 4 Jul 1965 and a terminal date which will be announced. For other eligibility requirements, see page 59 of the August 1966 issue of All Hands.

LCDR Jack E. Six, CHC, USN



Specifically, you may qualify for the Vietnam Service Medal by:

- Being attached to and serving with a ship or unit participating in or directly supporting military operations in Vietnam.

This includes one or more days' shore or sea duty with such a unit, or participation as a crew member in one or more flights into the air space above Vietnam or adjacent waters in support of operations.

- Serving on temporary duty for 30 consecutive days or 60 non-consecutive days in Vietnam or contiguous areas. This time limit may be waived if you participated in actual combat operations.

You may not be awarded the Vietnam Service Medal more than once.

The medal is not yet available. Requests should not be submitted until an announcement is made that the medal is ready for distribution to the Fleet.

If you require evidence that you were a member of an eligible ship or unit during the periods of eligibility, you may request the evidence from the Chief of Naval Personnel. Certifications are being received daily from commanding officers of eligible ships and units.

Additional listings will be published in SecNav Notices as soon as possible.

Partial lists of ships and units eligible for the AFEM for operations in Vietnam, Berlin, Congo, Taiwan, Quemoy, Laos, Lebanon and Cuba were published in the July 1964, October 1965 and August 1966 issues of All Hands.

Note: This report includes only those ships and units to be found in the latest addition to SecNav Inst 1650.1C (Change 3 of 9 Nov 1966). If your ship or unit is not included, check the above mentioned issues of All Hands, or the SecNav Notices of 2 March, 3 March, 23 March, 8 April and 10 May 1966. Also check the other listings in the SecNav Instructions or Notices of 1650 series.

Vietnam Service Medal

Abnaki (ATF 96)
21 May-22 Jun 1966

Agerholm (DD 826)
18-24 Feb 1966; 16 March-12 Apr 1966; 21 April-24 May 1966; 8-19 Jun 1966

Albatross (MSC 289)
1 October-4 Nov 1965; 14 January-21 Feb 1966; 29 May-9 Jul 1966

Apache (ATF 67)
4 January-6 Feb 1966; 3-5 Mar 1966

Arnold J. Isbell (DD 869)
1-10 Dec 1965; 24 Dec 1965-27 Jan 1966; 7-14 Feb 1966; 22 February-31 Mar 1966

Bainbridge (DLGN 25)
2 Dec 1965-16 Jan 1966; 2-25 Feb 1966; 13 March-12 Apr 1966; 21 April-15 May 1966; 22 May-6 Jun 1966

Bausell (DD 845)
3-16 Feb 1966; 6-18 Mar 1966; 10-21 Apr 1966; 14 May-15 Jun 1966

Baya (AGSS 318)
26, 31 May 1966; 1 Jun 1966

Bennington (CVS 20)
29 July-17 Aug 1965; 27 August-10 Sep 1965

Berkeley (DDG 15)
26 Dec 1965-2 Feb 1966; 26 February-6 Apr 1966

Bexar (APA 237)
18 February-12 Mar 1966

Bolster (ARS 38)
1-17 Feb 1966

Boxer (LPH 4)
20-23 May 1966

Bridget (DE 1024)
26 February-25 Mar 1966; 25 June-3 Jul 1966

Brinkley Bass (DD 887)
24 Nov 1965-2 Jan 1966; 27 January-7 Feb 1966

Brister (DER 327)
10 July-9 Aug 1965; 22 August-2 Sep 1965; 25 January-8 Feb 1966; 17 February-1 Mar 1966; 23 March-24 Apr 1966; 6-23 May 1966; 30 May-17 Jun 1966

Brule (AKL 28)
7 January-28 Mar 1966; 22 Apr 1966-open

Buck (DD 761)
2-12 Feb 1965; 18 February-4 Mar 1965; 17 March-19 Apr 1965; 1-11 May 1965; 22 May-8 Jun 1965

Cabildo (LSD 16)
29 April-8 Jun 1966; 13-14 Jun 1966

Caddo Parish (LST 515)
5-9 May 1966; 13 Jun 1966-open

Canberra (CAG 2)
28 February-21 Mar 1966; 30 March-24 Apr 1966; 2-19 May 1966

Carpenter (DD 825)
14 January-12 Feb 1966; 24 February-21 Mar 1966; 12 April-9 May 1966

Carronade (IFS 1)
19 April-26 May 1966

Carter Hall (LSD 3)
4-11 Jul 1965; 20-25 Jul 1965; 13-17 Aug 1965; 25 August-30 Nov 1965; 7-9 Dec 1965; 17-23 Dec 1965; 26-29 Jan 1966

Castor (AKS 1)
22 April-5 May 1966; 15-25 May 1966

Cavalier (APA 37)
27-31 Mar 1966

Charles S. Sperry (DD 697)
6-13 Dec 1965; 4 January-1 Feb 1966

Chesterfield County (LST 551)
10-13 May 1966

Chicago (CG 11)
14 Jun 1966-open

Chipola (AO 63)
22-24 Dec 1965; 1-6, 17-19 Jan 1966; 26-31 Jan 1966; 1, 16-19 Feb 1966; 28 Feb 1966; 1-7, 17-23 Mar 1966; 1, 21-30 Apr 1966; 5-8, 14-15 May 1966; 21-31 May 1966

Chowanoc (ATF 100)
12 Apr 1966

Cimarron (AO 22)
17-20 Apr 1966; 29 April-4 May 1966; 9-11 May 1966; 16-23 May 1966

Clarion River (LSMR 409)
26 May-4 Jun 1966; 13 June-2 Jul 1966

Conflict (MSO 426)
14 November-18 Dec 1965; 12 January-12 Feb 1966; 10 March-9 Apr 1966; 7 May-17 Jun 1966

Conquest (MSO 488)
18 October-15 Nov 1965; 18 Dec 1965-28 Jan 1966; 18 February-10 Mar 1966

Constellation (CVA 64)
14 June-13 Jul 1966

Coontz (DLG 9)
24 February-10 Mar 1966; 26 March-1 May 1966; 31 May-1 Jul 1966

Davis (DD 937)
6 March-9 Apr 1966; 13 May-9 Jun 1966; 21 June-2 Jul 1966

Diodon (SS 349)
27 February-1 Mar 1966; 23 Jan 1966

Duncan (DDR 874)
26 October-17 Dec 1965

Dyess (DD 880)
4 March-6 Jul 1966

Dynamic (MSO 432)
15 Nov 1965-25 Jan 1966; 7 May-15 Jun 1966

Edson (DD 946)
1-22 Jan 1966; 11-28 Feb 1966; 1-6 Mar 1966; 21-24 Mar 1966

Eldorado (AGC 11)
26 November-6 Dec 1965; 25 March-6 Apr 1966

Engage (MSO 433)
2 April-7 May 1966

England (DLG 22)
13 January-12 Feb 1966; 23 February-21 Mar 1966; 11 April-9 May 1966

Enterprise (CVAN 65)
2 Dec 1965-14 Jan 1966; 4-23 Feb 1966; 16 March-12 Apr 1966; 22 April-14 May 1966; 23 May-6 Jun 1966

Ernest G. Small (DDR 838)
23 April-16 May 1966

Esteem (MSO 438)
5 October-15 Nov 1965; 18-31 Dec 1965

Evans (DE 1023)
20-24 Mar 1966; 14-27 Apr 1966; 1-2 Jul 1966

Firedrake (AE 14)
14-21 Dec 1965; 6-15 Jan 1966; 28 January-7 Feb 1966; 27 February-8 Mar 1966; 25 March-7 Apr 1966; 27 April-11 May 1966; 14-18 May 1966

Fiske (DD 842)
13-31 Mar 1966; 1-10 Apr 1966; 28-30 Apr 1966; 1-8 May 1966; 31 May 1966; 1, 6, 8 Jun 1966; 16-21 Jun 1966; 7 Jul 1966

Fletcher (DD 445)
17 January-3 Feb 1966

Floyd County (LST 762)
29 July-17 Sep 1965; 9 Apr 1966-open

Force (MSO 445)
4-22 Jul 1965

Forster (DER 334)
4-10 Jul 1965; 24 July-26 Aug 1965; 15 January-8 Feb 1966; 20 February-16 Mar 1966; 7 April-2 May 1966; 13 May 1966-open

Fortify (MSO 446)
2 Apr 1966-open

Galveston (CLG 3)
22-31 Dec 1965

Gannet (MSC 290)
19 April-28 May 1966

Genesee (AOG 8)
3 June-12 Jul 1966

George Clymer (APA 27)
28 March-4 Apr 1966

Goldsborough (DDG 20)
26 February-24 Mar 1966; 13-27 Apr 1966

Graffias (AF 29)
12-23 Jun 1966

Greenfish (SS 351)
28 February-1 Mar 1966

Gridley (DLG 21)
22 September-25 Oct 1965; 7 November-2 Dec 1965; 22 Dec 1965-6 Jan 1966

Guadalupe (AO 32)
13-19 Feb 1966; 27 February-5 Mar 1966; 14-26 Mar 1966; 1-6 Apr 1966; 17-22 Apr 1966; 27 April-10 May 1966; 25-29 May 1966; 6-11 Jun 1966

Hancock (CVA 19)
17 Dec 1965-open

Hanson (DD 832)
7-9 Oct 1965

Harry E. Hubbard (DD 748)
14 January-5 Feb 1966; 16 February-7 Mar 1966

Hassayampa (AO 145)
28 Jun 1966-open

Hissem (DER 400)
2-27 Sep 1965; 6-31 Oct 1965; 14 November-15 Dec 1965; 21 Dec 1965-17 Jan 1966; 6-27 Feb 1966

Hitchiti (ATF 103)
7 February-22 Mar 1966

Hooper (DE 1026)
20-25 Mar 1966; 14-27 Apr 1966; 25 June-3 Jul 1966

Hopewell (DD 681)
1 April-9 Jul 1966

Hornet (CVS 12)
16 January-2 Feb 1966

Impervious (MSO 449)
2 April-7 May 1966

Ingraham (DD 694)
8-27 Nov 1965; 5 Dec 1965-24 Jan 1966; 10-20 Feb 1966

Intrepid (CVS 11)
14 May-15 Jun 1966; 8 Jul 1966-open

Jamestown (AGTR 3)
9 Jan 1966-open

Jenkins (DD 447)
26 February-24 Mar 1966; 14-27 Apr 1966

Jerome County (LST 848)
7-9 Apr 1966; 27 April-2 Jun 1966

John A. Bole (DD 755)
19 April-8 May 1966

John W. Thomason (DD 760)
19 Apr 1966-open

Joseph Strauss (DDG 16)
1-13 Oct 1965; 31 October-29 Nov 1965; 9 February-12 Mar 1966; 25 April-1 Jun 1966; 6-19 Jun 1966

Kawishiwi (AO 146)
1-2, 13-27 Jan 1966; 3-14 Feb 1966; 27 February-5 Mar 1966; 7-8 May 1966; 11-18 May 1966; 1, 15-21 Jun 1966

Kemper County (LST 854)
21 Nov 1965-6 Jan 1966; 21 January-8 Mar 1966; 21 March-2 Apr 1966

Kitty Hawk (CVA 63)
15 January-4 Feb 1966; 18 February-15 Mar 1966; 1-29 Apr 1966; 8-23 May 1966

Kretchmer (DER 329)
10 November-1 Dec 1965; 2 March-15 Apr 1966; 9 May-1 Jun 1966

Leonard F. Mason (DD 852)
17 September-3 Oct 1965; 9 October-7 Nov 1965; 15 January-4 Mar 1966; 10-28 May 1966

Loyalty (MSO 457)
2-23 Apr 1966; 13 May 1966-open

Lynde McCormick (DDG 8)
1 April-6 Aug 1966

Madera County (LST 905)
8-17 May 1966; 30 May-7 Jun 1966

Magoffin (APA 199)
23-25 Oct 1965; 18-21 Nov 1965; 23 Dec 1965-1 Jan 1966; 16 January-18 Feb 1966

Mahan (DLG 11)
12 January-2 Feb 1966; 16 February-16 Mar 1966

Mark (AKL 12)
1-11 Jan 1966; 21 January-5 Feb 1966; 18 February-3 Mar 1966; 18 March-5 Apr 1966; 18 April-5 May 1966; 17 May-27 Jul 1966

Massey (DD 788)
10-15 Mar 1966; 31 March-28 Apr 1966; 8-15 May 1966; 22 May-6 Jun 1966; 26 June-2 Jul 1966

Mathews (AKA 96)
8-13 Aug 1965; 22-27 Oct 1965; 27 May-1 Jun 1966

Maury (AGS 16)
8-31 Jan 1966; 1-25 Feb 1966; 16-31 Mar 1966; 1-8 Apr 1966; 18-30 Apr 1966; 1-11 May 1966; 3-12 Jun 1966

Mazama (AE 9)
12-23 May 1966

McMorris (DE 1036)
4 July-1 Aug 1965

Monmouth County (LST 1032)
31 May-13 Jun 1966

Montrose (APA 212)
8-18 Nov 1965; 25-30 Nov 1965; 1-4 Dec 1965; 10-25 Dec 1965; 28 January-1 Mar 1966

Morton (DD 948)
19 April-13 May 1966; 28 May-22 Jun 1966

Mount McKinley (AGC 7)
29 June-6 Jul 1966

- Navarro (APA 215)
  - 25 September-23 Dec 1965; 16 January-18 Feb 1966
- Navasata (AO 106)
  - 4, 6, 9 Oct 1965; 6-13, 26-31 Jan 1966; 1-6, 13-22 Feb 1966; 7-22, 30-31 Mar 1966, 1-5, 11-15 Apr 1966
- Neches (AO 47)
  - 6-21 Jul 1965
- New London County (LST 1066)
  - 18-29 Apr 1966
- Nicholas (DD 449)
  - 17-25 Nov 1965; 16 January-2 Feb 1966
- O'Brien (DD 725)
  - 16-31 Jan 1966; 1-2 Feb 1966
- Ogden (LPD 5)
  - 28 February-5 Mar 1966; 6-8 Jun 1966
- Opportune (ARS 41)
  - 19 January-26 Feb 1966
- Orleck (DD 886)
  - 31 January-1 Mar 1966; 15-23 Apr 1966; 2-10 May 1966
- Oxford (AGTR 1)
  - 4-13 Jul 1965; 26 July-27 Aug 1965; 5 Sep 1965; 24-28 Oct 1965; 12 November-26 Dec 1965; 16 March-26 Apr 1966; 5 May-4 Jun 1966
- Paul Revere (APA 248)
  - 31 October-21 Nov 1965; 26 January-20 Feb 1966; 17 March-26 Mar 1966
- Peacock (MSC 198)
  - 4 November-10 Dec 1965; 21 February-2 Apr 1966
- Pickaway (APA 222)
  - 24-31 Mar 1966; 1-7, 21-30 Apr 1966; 1-8 May 1966; 10 Jun 1966-open
- Pine Island (AV 12)
  - 10 October-4 Nov 1965; 15 January-14 Feb 1966; 2-11 Apr 1966
- Polk County (LST 1084)
  - 9 January-22 Feb 1966; 20-26 Mar 1966
- Porterfield (DD 682)
  - 19-23 Feb 1966; 13-20 Mar 1966; 30 March-13 Apr 1966; 22 April-24 May 1966
- Princeton (LPH 5)
  - 23 March-8 Apr 1966; 21 April-8 May 1966
- Pyro (AE 24)
  - 24 Mar 1966-open
- Ranger (CVA 61)
  - 15-31 Jan 1966; 1-12, 23-28 Feb 1966; 1-22 Mar 1966; 12-30 Apr 1966; 1-9, 30-31 May 1966; 1 Jun 1966-open
- Rasher (AGSS 269)
  - 18-20 May 1966; 1-2 Jun 1966
- Raton (AGSS 270)
  - 31 May-1 Jun 1966; 2-3 Jun 1966; 11 June-1 Jul 1966
- Reclaimer (ARS 42)
  - 24 February-10 Mar 1966; 24 March-7 Apr 1966; 2-11 Jun 1966
- Regulus (AF 57)
  - 20-27 Mar 1966; 7-11, 26-30 Apr 1966
- Remora (SS 487)
  - 9 May 1966
- Renshow (DD 499)
  - 23-26 Sep 1965
- Repose (AH 16)
  - 16 February-10 Mar 1966; 12 April-18 May 1966; 29 May-7 Jun 1966
- Richard B. Anderson (DD 786)
  - 3-15 Feb 1966; 18-31 Mar 1966; 9-22 Apr 1966; 15-31 May 1966; 1-15 Jun 1966
- Richard E. Kraus (DD 849)
  - 10-16 Mar 1966; 1-29 Apr 1966; 7-15, 26-31 May 1966; 1-6, 30 Jun 1966; 1-3 Jul 1966
- Richard S. Edwards (DD 950)
  - 28 March-30 Jul 1966
- Richmond K. Turner (DLG 20)
  - 4 July-12 Nov 1965
- Rabison (DDG 21)
  - 23 February-14 Mar 1966; 21 March-19 Apr 1966; 10-23 May 1966; 8-20 Jun 1966
- Rogers (DD 876)
  - 4-9, 26-31 Mar 1966; 1 April-1 May 1966; 23 May-1 Jul 1966
- Salisbury Sound (AV 13)
  - 4-26 Mar 1966; 15 May-3 Jun 1966
- Samuel N. Moare (DD 747)
  - 2-10 Nov 1965; 14 January-4 Feb 1966; 17 Feb-3 Mar 1966
- Serrano (AGS 24)
  - 22-27 Dec 1965; 6-14 Jan 1966; 30 January-23 Feb 1966; 6-31 Mar 1966; 1-11 Apr 1966; 18 April-10 May 1966
- Shakori (ATF 162)
  - 19 January-26 Feb 1966
- Shelton (DD 790)
  - 11 Oct 1965-1 Feb 1966
- Snaok (SSN 592)
  - 8-9 Jun 1966
- St Clair County (LST 1096)
  - 22-27 Feb 1966; 20 March-3 May 1966
- Stickell (DD 888)
  - 8-22 Mar 1966; 14 April-9 May 1966; 25 May-30 Jun 1966
- Stoddard (DD 566)
  - 18 October-5 Nov 1965
- Talladega (APA 208)
  - 17-25 Aug 1965; 30 August-1 Sep 1965; 10 September-3 Oct 1965; 22 February-1 Mar 1966; 19-21 Mar 1966
- Tang (SS 563)
  - 31 March-12 Apr 1966
- Taylor (DD 468)
  - 4-15 Mar 1966; 21-29 Apr 1966
- Terrell County (LST 1157)
  - 21-30 Mar 1966; 7 April-7 May 1966
- Thomaston (LSD 28)
  - 24-25 Aug 1965; 14-17 Sep 1965; 5-7 Feb 1966; 23 February-15 Mar 1966
- Ticonderoga (CVA 14)
  - 22 Dec 1965-14 Jan 1966; 22 January-16 Feb 1966; 6-31 Mar 1966; 10-21 Apr 1966
- Tioga County (LST 1158)
  - 11-24 Jan 1966; 10-21 Feb 1966; 7-18 Mar 1966
- Tombigbee (AOG 11)
  - 18 March-6 Jun 1966
- Topeko (CLG 8)
  - 1-6, 16-22 Jan 1966; 31 January-1 Mar 1966; 9 April-8 May 1966
- Tortuga (LSD 26)
  - 16 Apr 1966-open
- Ute (ATF 76)
  - 19-25 Apr 1966; 1-20 May 1966
- Valley Forge (LPH 8)
  - 6-7 Oct 1965; 7-18 Nov 1965; 25 November-25 Dec 1965; 6, 26-31 Jan 1966; 1-28 Feb 1966; 1, 8 Mar 1966
- Vance (DER 387)
  - 4 July-4 Sep 1965; 20 Jan 1966-open
- Vernon County (LST 1161)
  - 16-27 Aug 1965; 30 October-14 Nov 1965; 15-17 Dec 1965; 19 January-5 Feb 1966; 19-25 Feb 1966; 2-17, 25-30 Apr 1966; 6-24 May 1966
- Waddell (DDG 24)
  - 4 November-31 Dec 1965; 27 January-6 Feb 1966; 25 February-13 Mar 1966
- Walker (DD 517)
  - 26 February-15 Mar 1966; 21 April-1 May 1966
- Washtenaw County (LST 1166)
  - 5-9 Jan 1966
- Wedderburn (DD 684)
  - 2-16 Feb 1966; 8 March-12 Apr 1966; 21 April-14 May 1966
- Weiss (APD 135)
  - 25 November-11 Dec 1965; 5-19, 26-30 Jan 1966; 5-18 Mar 1966; 25 March-6 Apr 1966
- Westchester County (LST 1167)
  - 14-15 Aug 1965; 31 October-7 Dec 1965; 5-8 Jan 1966; 18 January-2 Feb 1966; 7-9, 21-24 Mar 1966; 26 May-2 Jun 1966; 10-15 Jun 1966
- Whetstone (LSD 27)
  - 27 March-13 May 1966
- White River (LSMR 536)
  - 25 May-5 Jun 1966; 14 June-1 Jul 1966
- Widgeon (MSC 208)
  - 30 September-4 Nov 1965; 21 February-2 Apr 1966
- Wilhoite (DER 379)
  - 25 Dec 1965-14 Jan 1966
- Windham County (LST 1170)
  - 3-8, 18-23 Aug 1965; 27 November-12 Dec 1965; 16 January-22 Feb 1966; 6-11 Mar 1966; 21-23 May 1966
- Winston (AKA 94)
  - 5-15 Apr 1966; 26 May-2 Jun 1966
- Worden (DLG 18)
  - 3-17 Feb 1966; 6 March-1 Apr 1966; 10-22 Apr 1966; 13 May-17 Jun 1966
- Yorktown (CVS 10)
  - 26 February-25 Mar 1966; 14-27 Apr 1966; 31 May 1966; 3-4, 11-12 Jun 1966; 25 June-3 Jul 1966
- Zelima (AF 49)
  - 6-15 Jul 1965; 30 July-9 Aug 1965; 14-23, 26-31 Aug 1966; 25-27, 30-31 Jan 1966; 1-6, 15-19 Feb 1966; 7-13 Mar 1966

Units

(Only personnel who enter the area of operations are eligible for the award.)

- Air Antisubmarine Squadron 23 (VS 23)
  - 26 February-25 Mar 1966; 14-27 Apr 1966; 31 May 1966; 3-4, 11-12 Jun 1966; 25 June-3 Jul 1966
- Air Antisubmarine Squadron 25 (VS 25)
  - 26 February-25 Mar 1966; 14-27 Apr 1966; 31 May 1966; 3-4, 11-12 Jun 1966; 25 June-3 Jul 1966
- Air Antisubmarine Squadron 33 (VS 33)
  - 29 July-17 Aug 1965; 27 August-10 Sep 1965
- Air Antisubmarine Squadron 35 (VS 35)
  - 16 January-2 Feb 1966
- Air Antisubmarine Squadron 37 (VS 37)
  - 16 January-2 Feb 1966
- Air Antisubmarine Squadron 38 (VS 38)
  - 29 July-17 Aug 1965; 27 August-10 Sep 1965
- Airborne Early Warning Squadron 11 (VW 11) Det 8
  - 5 November-1 Dec 1965; 22 Dec 1965—14 Jan 1966; 22 January-16 Feb 1966; 6-31 Mar 1966; 10-21 Apr 1966
- Airborne Early Warning Squadron 11 (VW 11) Det T
  - 26 February-25 Mar 1966; 14-27 Apr 1966; 31 May 1966; 3-4, 11-12 Jun 1966; 25 June-3 Jul 1966
- Amphibious Force Seventh Fleet
  - 26 November-6 Dec 1965; 26 March-6 Apr 1966
- Amphibious Group 1 (PhibGru 1) and staff
  - 29 June-6 Jul 1966
- Amphibious Squadron 5 (PhibRon 5)
  - 31 October-21 Nov 1965; 26 January-20 Feb 1966; 17-26 Mar 1966
- Antisubmarine Warfare Group 1 (ASWGru 1)
  - 16 January-2 Feb 1966
- Antisubmarine Warfare Group 3 (ASWGru 3)
  - 26 February-25 Mar 1966; 14-27 Apr 1966; 31 May 1966; 3-4, 11-12 Jun 1966; 25 June-3 Jul 1966
- Antisubmarine Warfare Group 5 (ASWGru 5)
  - 29 July-17 Aug 1965; 27 August-10 Sep 1965
- Attack Carrier Air Wing 5 (CVW 5)
  - 5 November-1 Dec 1965; 22 Dec 1965-14 Jan 1966; 22 January-16 Feb 1966; 6-31 Mar 1966; 1-21 Apr 1966
- Attack Carrier Air Wing 9 (CVW 9)
  - 2 Dec 1965-14 Jan 1966; 4-23 Feb 1966; 16 March-12 Apr 1966; 22 April-14 May 1966; 23 May-6 Jun 1966
- Attack Carrier Air Wing 10 (CVW 10)
  - 15 May-15 Jun 1966
- Attack Carrier Air Wing 14 (CVW 14)
  - 15-31 Jan 1966; 1-12, 23-28 Feb 1966; 1-22 Mar 1966; 12-30 Apr 1966; 1-9, 30-31 May 1966; 1 Jun 1966-open
- Attack Carrier Air Wing 15 (CVW 15)
  - 4-24 Jul 1965; 11 August-11 Sep 1965; 21 September-15 Oct 1965
- Attack Carrier Air Wing 19 (CVW 19)
  - 18 July-13 Aug 1965; 10 September-1 Oct 1965; 8-29 Oct 1965; 13 November-17 Dec 1965
- Attack Carrier Air Wing 21 (CVW 21)
  - 17 Dec 1965-open
- Attack Squadron 15 (VA 15)
  - 14 May-15 Jun 1966; 8 July-open
- Attack Squadron 24 (VF 24)
  - 17 Dec 1965-open
- Attack Squadron 36 (VA 36)
  - 2 Dec 1965-14 Jan 1966; 4-23 Feb 1966; 16 March-12 Apr 1966; 22 April-14 May 1966; 23 May-6 Jun 1966
- Attack Squadron 52 (VA 52)
  - 5 November-1 Dec 1965; 22 Dec 1965-14 Jan 1966; 22 January-16 Feb 1966; 6-31 Mar 1966; 10-21 Apr 1966

Attack Squadron 55 (VA 55)
15-31 Jan 1966; 1-12, 23-28 Feb 1966; 1-22 Mar 1966; 12-30 Apr 1966; 1-9, 30-31 May 1966; 1 Jun 1966-open

Attack Squadron 56 (VA 56)
5 November-1 Dec 1965; 22 Dec 1965-14 Jan 1966; 22 January-16 Feb 1966; 6-31 Mar 1966; 10-21 Apr 1966

Attack Squadron 65 (VA 65)
14 June-13 Jul 1966

Attack Squadron 76 (VA 76)
2 Dec 1965-14 Jan 1966; 4-23 Feb 1966; 16 March-12 Apr 1966; 22 April-14 May 1966; 23 May-6 Jun 1966

Attack Squadron 93 (VA 93)
2 Dec 1965—14 Jan 1966; 4-23 Feb 1966; 16 March-12 Apr 1966; 22 April-14 May 1966; 23 May-6 Jun 1966

Attack Squadron 94 (VA 94)
2 Dec 1965-14 Jan 1966; 4-23 Feb 1966; 16 March-12 Apr 1966; 22 April-14 May 1966; 23 May-6 Jun 1966

Attack Squadron 95 (VA 95)
15 May-15 Jun 1966

Attack Squadron 113 (VA 113) Det Q
29 July-17 Aug 1965; 27 August-10 Sep 1965

Attack Squadron 144 (VA 144)
4 Nov 1965-22 Apr 1966

Attack Squadron 145 (VA 145)
15-31 Jan 1966; 1-12, 23-28 Feb 1966; 1-22 Mar 1966; 12-30 Apr 1966; 1-9, 30-31 May 1966; 1 Jun 1966-open

Attack Squadron 146 (VA 146)
15-31 Jan 1966; 1-12, 23-28 Feb 1966; 1-22 Mar 1966; 12-30 Apr 1966; 1-9, 30-31 May 1966; 1 Jun 1966-open

Attack Squadron 153 (VA 153)
4-24 Jul 1965; 11 August-11 Sep 1965; 21 September-15 Oct 1965; 14 June-13 Jul 1966

Attack Squadron 155 (VA 155)
4-24 Jul 1965; 11 August-11 Sep 1965; 21 September-15 Oct 1965; 15 June-13 Jul 1966

Attack Squadron 165 (VA 165)
4-24 Jul 1965; 11 August-11 Sep 1965; 21 September-15 Oct 1965; 15 May-15 Jun 1966

Attack Squadron 176 (VA 176)
15 May-15 Jun 1966

Attack Squadron 211 (VA 211)
17 Dec 1965-open

Attack Squadron 212 (VA 212)
17 Dec 1965-open

Attack Squadron 215 (VA 215)
17 Dec 1965-open

Attack Squadron 216 (VA 216)
17 Dec 1965-open

Beach Group 1 WestPac Det, (Staff)
5 July-30 Sep 1965

Beach Jumper Unit 1 (BJU 1) Det C
9-19 Dec 1965; 7 February-22 Mar 1966

Beachmaster Unit 1 (BMU 1) WestPac Det
25 November-11 Dec 1965; 26-30 Jan 1966

Cargo Handling Battalion 1 Det J
4 Jul 1965-October 1965

Cargo Handling Battalion 2
4 Jul 1965-3 Aug 1966

Carrier Airborne Early Warning Squadron 11 (VAW 11)
29 July-17 Aug 1965; 27 August-10 Sep 1965

Carrier Airborne Early Warning Squadron 11 (VAW 11) Det's
4-24 Jul 1965; 11 August-11 Sep 1965; 21 September-15 Oct 1965

Carrier Airborne Early Warning Squadron 11 (VAW 11) Det D
14 June-13 Jul 1966

Carrier Airborne Early Warning Squadron 11 (VAW 11) Det F
15-31 Jan 1966; 1-12, 23-28 Feb 1966; 1-22 Mar 1966; 12-30 Apr 1966; 1-9, 30-31 May 1966; 1 Jun 1966-open

Carrier Airborne Early Warning Squadron 11 (VAW 11) Det L
17 Dec 1965-open

Carrier Airborne Early Warning Squadron 11 (VAW 11) Det M
2 Dec 1965-14 Jan 1966; 4-23 Feb 1966; 16 March-12 Apr 1966; 22 April-14 May 1966; 23 May-6 Jun 1966

Carrier Airborne Early Warning Squadron 11 (VAW 11) Det N
16 January-2 Feb 1966

Carrier Airborne Early Warning Squadron 11 (VAW 11) Det Q
29 July-17 Aug 1965; 27 August-10 Sep 1965

Carrier Airborne Early Warning Squadron 13 (VAW 13) Det's
4-24 Jul 1965; 11 August-11 Sep 1965; 21 Sep-15 Oct 1965

Carrier Air Group 15 (CVG 15)
14 June-13 Jul 1966

Carrier Air Group 59 (CarGru 59)
29 July-17 Aug 1965; 27 August-10 Sep 1965

Carrier Antisubmarine Air Group 55 (CVSG 55)
26 February-25 Mar 1966; 14-27 Apr 1966; 31 May 1966; 3-4, 11-12 Jun 1966; 25 June-3 July 1966

Carrier Antisubmarine Air Group 57 (CVSG 57)
16 January-2 Feb 1966

Carrier Antisubmarine Air Group 59 (CVSG 59)
29 July-17 Aug 1965; 27 August-10 Sep 1965

Carrier Division 1 (CarDiv 1)
15-31 Jan 1966; 1-12, 23-28 Feb 1966; 1-22 Mar 1966; 12-30 Apr 1966; 1-9, 30-31 May 1966; 1 Jun 1966-open

Carrier Division 3 (CarDiv 3)
2 Dec 1965-14 Jan 1966; 4-23 Feb 1966; 16 March-12 Apr 1966; 22 April-14 May 1966; 23 May-6 Jun 1966

Carrier Division 5 (CarDiv 5)
4 July-8 Aug 1965; 25 August-20 Sep 1965; 15 October-11 Nov 1965; 25 November-22 Dec 1965; 15 January-4 Feb 1966; 18 February-15 Mar 1966; 1-29 Apr 1966; 8-23 May 1966; 15 June-13 Jul 1966

Carrier Division 7 (CarDiv 7)
2 Dec 1965-14 Jan 1966; 4-23 Feb 1966; 16 March-12 Apr 1966; 22 April-14 May 1966; 23 May-6 Jun 1966

Carrier Division 9 (CarDiv 9)
4-24 Jul 1965

Commander Air Force Pacific Special Det C
27 February-7 Apr 1966

Cruiser-Destroyer Flotilla 3 (Staff and Flag allowance)
19 Dec 1965-1 Mar 1966

Cruiser-Destroyer Flotilla 11 (Staff and Flag allowance)
9 April-8 May 1966

Destroyer Division 52 (DesDiv 52)
23 February-14 Mar 1966; 21 March-29 Apr 1966; 10-23 May 1966; 8-20 Jun 1966

Destroyer Division 172 (DesDiv 172)
1 April-6 Aug 1966

Destroyer Squadron 3 (DesRon 3)
11-30 Sep 1965; 1-13 Oct 1965; 1-29 Nov 1965; 9 February-12 Mar 1966; 25 April-1 Jun 1966

Destroyer Squadron 11 (DesRon 11)
26 February-24 Mar 1966

Destroyer Squadron 17 (DesRon 17)
25 March-1 May 1966; 31 May-1 Jul 1966

Destroyer Squadron 23 (DesRon 23)
29 July-17 Aug 1965; 27 August-10 Sep 1965

Escort Squadron 5 (CortRon 5) Staff
4 July-1 Aug 1965

Explosive Ordnance Disposal Unit 1 (EODT 1) Team 12
5-18 Mar 1966

Fighter Squadron 51 (VF 51)
5 November-1 Dec 1965; 22 Dec 1965-14 Jan 1966; 22 January-16 Feb 1966; 6-31 Mar 1966; 10-21 Apr 1966

Fighter Squadron 53 (VF 53)
5 November-1 Dec 1965; 22 Dec 1965-14 Jan 1966; 22 January-16 Feb 1966; 6-31 Mar 1966; 10-21 Apr 1966

Fighter Squadron 92 (VF 92)
2 Dec 1965-14 Jan 1966; 4-23 Feb 1966; 16 March-12 Apr 1966; 22 April-14 May 1966; 23 May-6 Jun 1966

Fighter Squadron 96 (VF 96)
2 Dec 1965-14 Jan 1966; 4-23 Feb 1966; 16 March-12 Apr 1966; 22 April-14 May 1966; 23 May-6 Jun 1966

Fighter Squadron 142 (VF 142)
15-31 Jan 1966; 1-12, 23-28 Feb 1966; 1-22 Mar 1966; 12-30 Apr 1966; 1-9, 30-31 May 1966; 1 Jun 1966-open

Fighter Squadron 143 (VF 143)
15-31 Jan 1966; 1-12, 23-28 Feb 1966; 1-22 Mar 1966; 12-30 Apr 1966; 1-9, 30-31 May 1966; 1 Jun 1966-open

Fighter Squadron 151 (VF 151)
4-24 Jul 1965; 11 August-11 Sep 1965; 21 September-15 Oct 1965; 14 June-13 Jul 1966

Fighter Squadron 154 (VF 154)
4-24 Jul 1965; 11 August-11 Sep 1965; 21 September-15 Oct 1965

Fighter Squadron 161 (VF 161)
14 June-13 Jul 1966

Fleet Air Reconnaissance Squadron 1 (VQ 1) Det's
4-24 Jul 1965; 11 August-11 Sep 1965; 21 September-15 Oct 1965

Fleet Air Wing 1 (Staff and Flag Allowance)
15 May-3 Jun 1966

Fleet Air Wing 2
15 September-31 Dec 1965

Fleet Air Wing 10
4 July-15 Sep 1965

Fleet Composite Squadron 5 (VC 5) Det A
1 Jun 1966-open

Fleet Tactical Support Squadron 1 (VR 1)
21-28 Feb '66; 28 Mar '66-open

Harbor Clearance Unit 1 (HCU 1)
24 Feb 1966-open

Headquarters Support Activity, Saigon
4 Jul 1965-17 May 1966

Heavy Attack Squadron 2 (VAH 2) Det F
15-31 Jan 1966; 1-12, 23-28 Feb 1966; 1-22 Mar 1966; 12-30 Apr 1966; 1-9, 30-31 May 1966; 1 Jun 1966- open

Heavy Attack Squadron 4 (VAH 4) Det B
5 November-1 Dec 1965; 22 Dec 1965-14 Jan 1966; 22 January-16 Feb 1966; 6-31 Mar 1966; 10-21 Apr 1966

Heavy Attack Squadron 8 (VAH 8)
14 June-13 Jul 1966

Heavy Photographic Squadron 1 (VAP 1) Det D
4-24 Jul 1965; 11 August-11 Sep 1965; 21 September-15 Oct 1965

Helicopter Aircraft Maintenance Squadron 15, Det N
16 January-2 Feb 1966

Helicopter Antisubmarine Squadron 2 (HS 2)
16 January-2 Feb 1966

Helicopter Antisubmarine Squadron 4 (HS 4)
26 February-25 Mar 1966; 14-27 Apr 1966; 31 May 1966; 3-4, 11-12 Jun 1966; 25 June-3 Jul 1966

Helicopter Antisubmarine Squadron 8 (HS 8)
29 July-17 Aug 1965; 27 August-10 Sep 1965

Helicopter Combat Support Squadron 1 (HC 1) Det D
4-24 Jul 1965; 11 August-11 Sep 1965; 21 September-15 Oct 1965; 14 June-13 Jul 1966

Helicopter Combat Support Squadron 1 (HC 1) Det F
15-31 Jan 1966; 1-12, 23-28 Feb 1966; 1-22 Mar 1966; 12-30 Apr 1966; 1-9, 30-31 May 1966; 1 Jun 1966-open

Helicopter Combat Support Squadron 1 (HC 1) Det L
17 Dec 1965-open

Helicopter Combat Support Squadron 1 (HC 1) Det M
2 Dec 1965-14 Jan 1966; 4-23 Feb 1966; 16 March-12 Apr 1966; 22 April-14 May 1966; 23 May-6 Jun 1966

Helicopter Combat Support Squadron 2 (HC 2) Det 11
15 May-15 Jun 1966

Helicopter Combat Support Squadron 1 (HC 1) Det 15
29 June-6 Jul 1966

Helicopter Squadron Det 11
26 November-6 Dec 1965; 26 March-6 Apr 1966

Helicopter Squadron 2, Det D
4-24 Jul 1965; 11 August-11 Sep 1965; 21 Sep-15 Oct 1965

Helicopter Squadron 4, Det M
2 Dec 1965-14 Jan 1966; 4-23 Feb 1966; 16 March-12 Apr 1966; 22 April-14 May 1966; 23 May-6 Jun 1966

Light Photographic Squadron 63 (VFP 63) Det B
5 November-1 Dec 1965; 22 Dec 1965-14 Jan 1966; 22 January-16 Feb 1966; 6-31 Mar 1966; 10-21 Apr 1966

Light Photographic Squadron 63 (VFP 63) Det D
4-24 Jul 1965; 11 August-11 Sep 1965; 21 Sep-15 Oct 1965

Light Photographic Squadron 63 (VFP 63) Det L
17 Dec 1965-open
Mobile Construction Battalion 1 (MCB 1)
12 Mar 1966-open
Mobile Construction Battalion 3 (MCB 3)
4 July-22 Sep 1965
Mobile Construction Battalion 4 (MCB 4)
8 Dec 1965-open
Mobile Construction Battalion 5 (MCB 5)
20 Sep 1965-17 May 1966
Mobile Construction Battalion 6 (MCB 6)
20 May 1966-open
Mobile Construction Battalion 7 (MCB 7)
9 Apr 1966-open
Mobile Construction Battalion 8 (MCB 8)
30 Sep 1965-21 May 1966
Mobile Construction Battalion 9 (MCB 9)
4 Jul 1965-1 Feb 1966
Mobile Construction Battalion 10 (MCB 10)
4 July-10 Dec 1965; 13 May 1966-open
Mobile Construction Battalion 11 (MCB 11)
1 Feb 1966-open
Mobile Support Unit 3
27 March-23 Apr 1966
Naval Air Pacific Maintenance Training Teams 2-66
21 Sep 1965-1 Feb 1966
Naval Security Group Kamiseya, Det's
4-24 Jul 1965; 11 August-11 Sep 1965; 21 September-15 Oct 1965
Naval Security Group 3, Det 3
2 Dec 1965-14 Jan 1966; 4-23 Feb 1966; 16 March-12 Apr 1966; 22 April-14 May 1966; 23 May-6 Jun 1966
Naval Security Group, Det 7
15-31 Jan 1966; 1-12, 23-28 Feb 1966; 1-22 Mar 1966; 12-30 Apr 1966; 1-9, 30-31 May 1966; 1 Jun 1966-open
Naval Support Activity, Da Nang
17 Jul 1965-open
Naval Support Activity, Saigon
28 Apr 1966-open
Oceanographic Air Survey Unit
1 October-31 Dec 1965
Oceanographic Air Survey Unit, Det WestPac
3 Jan 1966-open
Patrol Force, Seventh Fleet
15 May-3 Jun 1966
Patrol Squadron 8 (VP 8)
29 May 1966-open
Patrol Squadron 31 (VP 31)
4 May 1966
Patrol Squadron 46 (VP 46)
4 Jul 1965-8 Jan 1966
Reconnaissance Attack Squadron 6 (RVAH 6)
14 June-13 Jul 1966
Reconnaissance Attack Squadron 7 (RVAH 7)
2 Dec 1965-14 Jan 1966; 4-23 Feb 1966; 16 March-12 Apr 1966; 22 April-14 May 1966; 23 May-6 Jun 1966
Reconnaissance Attack Squadron 9 (RVAH 9)
15-31 Jan 1966; 1-12, 23-28 Feb 1966; 1-22 Mar 1966; 12-30 Apr 1966; 1-9, 30-31 May 1966; 1 Jun 1966-open
Seal Team 1
25 March-6 Apr 1966
Seventh Fleet Det C
4 July-31 Dec 1965
Tactical Air Control Squadron 11 (TacRon 11)
26 November-6 Dec 1965; 11-23 Dec 1965; 31 January-1 Mar 1966; 26 March-6 Apr 1966; 27 April-2 May 1966
Tactical Air Control Squadron 12 (TacRon 12)
10 June-6 Jul 1966
Taiwan Patrol Force
15 May-3 Jun 1966
Task Force 115
29 July-17 Sep 1965
Third Naval Construction Brigade
1 Jun 1966-open
Thirtieth Naval Construction Regiment
19 May 1966-open
Underwater Demolition Team 11 (UDT 11) Det C
15 Nov 1965-20 Apr 1966

Republic of Vietnam Campaign Medal Is Authorized for U.S. Personnel

The United States Congress, by enacting Public Law 89-257, has cleared the way for U. S. armed forces personnel to accept and wear any decoration, order or emblem conferred by the Vietnamese government or the government of other nations whose personnel served on or after 1 Mar 1961 in the cause of the Vietnamese Republic.

One immediate effect of the Congressional action is authorization to accept the Republic of Vietnam Campaign Medal with Device (1960-final date open). This decoration has been awarded to members of the United States Armed Forces and to Vietnamese nationals.

To be eligible for the award, a member of the armed forces must have:

- Been wounded or injured in hostile action;
- Been captured by the opposing force during action or in line of duty but later rescued or released;
- Been killed in action or in line of duty;
- Served for at least six months in Vietnam after 1 Mar 1961; or
- Served for six months outside the geographical limits of South Vietnam contributing direct combat support to the Republic of Vietnam Armed Forces.

The six-month periods referred to above need not be consecutive. The requirement is considered fulfilled for a Navyman serving outside Vietnam if he earns the Armed Forces Expeditionary Medal/Vietnam Service Medal and served in the eligibility area for these two awards during each of the six months.

Entries concerning eligibility for the award will be made in the service records of enlisted men and officers will receive letters certifying their eligibility for the award.

The same will apply to officers and enlisted men who claim eligibility because of service outside the Vietnam area.

If evidence of eligibility for the award cannot be established locally, the Navyman concerned can submit an affidavit to his commanding officer stating the names of the ships or units to which he was attached and the dates of qualifying service.

The commanding officer may then, at his own discretion, certify the member's eligibility to wear the ribbon bar. Affidavits which the commanding officer does not certify locally will be forwarded to the Chief of Naval Personnel.

Details on the medals may be found in SecNav Inst. 1650.26.

Campaign Stars To Be Added To Vietnam Service Medal

Individuals who have served in the Vietnam combat zone during three specific campaign dates may be eligible to wear bronze stars on their Vietnam Service Medal.

The campaign dates, recently designated by the Secretary of the Navy, range as far back as 1962, commencing with the Vietnam Advisory Campaign—15 Mar 62 to 7 Mar 65.

Next is the Vietnam Defense Campaign which began on 8 Mar 65 and continued until 24 Dec 65.

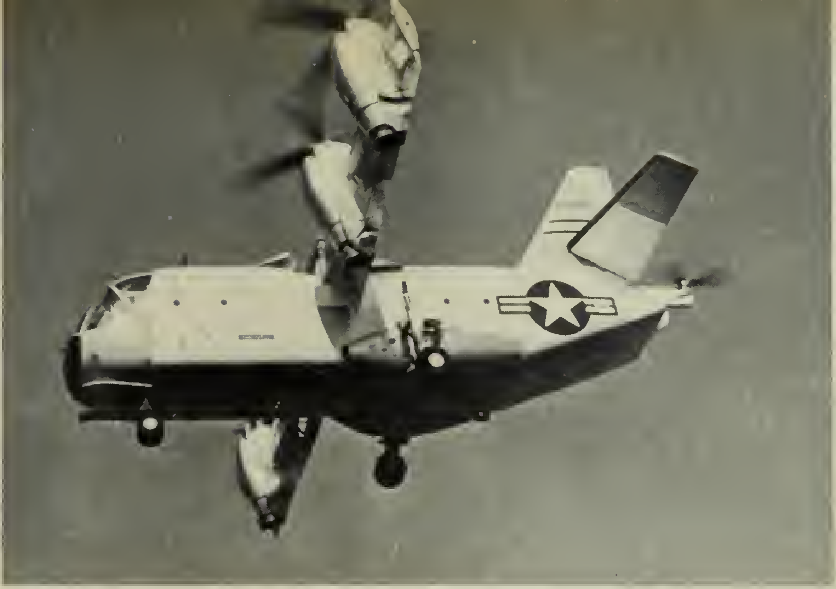
The third campaign, yet unnamed, started on Christmas Day 1965 and is still in effect; the cutoff date will be announced by SecNav at a later date.

For each campaign in which they have served, eligible individuals may wear a bronze star 3/16" in diameter on both the medal ribbon and ribbon bar.

However, stars earned for such Vietnam campaign service may not be worn on the Armed Forces Expeditionary Medal. Such would denote that an individual participated in more than one of the other naval operations, such as Lebanon, Taiwan, Cuba, etc.

Eligible individuals should have award entries recorded in their service records. Authorization for such entries may be based on either substantiating records on hand or an affidavit from the individual. The affidavit should include a statement certifying that the individual served on board or with a specific ship or unit, what dates he served, and the number of stars for which he is eligible.

Letters from their commands should be issued to officers certifying their eligibility.



VTOL on LPD

An experimental four-engine transport plane landed recently on the helicopter flight deck of the amphibious transport dock USS *Ogden* (LPD 4).

It was the XC-142A, a tilt-wing version of the VTOL (vertical takeoff and landing) aircraft. The plane made seven landings aboard *Ogden* while she steamed off Coronado, Calif.

While crewmembers lined the rails for a firsthand look at the strange bird, members of a tri-service evaluation team observed the transport's performance.

The plane approached the ship like a conventional transport—its wings horizontal, its four turboprop engines pointing forward. As it neared the stern of *Ogden* and eased closer to the water, its wings began a gradual rotation upward.

When the plane came over the flight deck, the wing reached a completely vertical position, its propellers pulling upward and the exhaust from its engine turbines blowing fiercely across the deck. Then it settled onto its landing gear as gently as a helicopter.

During the test period *Ogden* steamed in different directions at about five knots to produce varying wind conditions across the flight deck.

The XC-142A is the largest U. S. VTOL ever built. It has been in the evaluation stage for nearly six years. It can fly at more than 430 miles per hour, carrying up to 32 fully equipped combat troops or 8000 pounds of cargo in its box-like fuselage. It has a wing span of 67 feet, is 58 feet long, and weighs nearly 30,000 pounds empty.

This was the second test of the transport at sea. The first landings were aboard the antisubmarine carrier USS *Bennington* (CVS 20).

—Story and Photos by

Don McCartney, JO1, USN.

Clockwise, from top left: Close-up (1) shows wings in vertical position; (2) Plane descends for landing; (3) Easy landing; (4) Rear view is like boxcar; (5) Takeoff from LPD.

DECORATIONS and CITATIONS

HEROES and LEADERS

SILVER STAR MEDAL

"For conspicuous gallantry and intrepidity in action . . ."

★ CREED, EDWARD C., Hospital Corpsman 3rd Class, USN, posthumously, as a corpsman with a U. S. Marine helicopter squadron in the Republic of Vietnam on the night of 22 Jun 1966. Petty Officer Creed was aboard the lead helicopter on a medical evacuation mission seven miles north of Quang Tri when the aircraft landed in the midst of a fierce battle. Many Vietnamese troops lay wounded. Creed leaped onto the battlefield to organize the evacuation of the more seriously wounded, and loaded 10 casualties before boarding himself. On the second trip into the battle area, he again left the helicopter, despite intense small arms fire and mortars in the zone, and loaded the rescue aircraft with 10 more wounded. Noting that more wounded still remained in the zone, Creed elected to stay and load the second helicopter. At this time the helicopter was struck by enemy fire, wounding the pilot. Completely absorbed in his work, Creed waded through the muddy rice paddy helping the wounded, disregarding tracers and mortars, until the battlefield was cleared of wounded. Then he finally boarded the helicopter, which departed through a hail of tracer fire. Through his prompt and courageous actions, Creed was instrumental in saving the lives of over 20 wounded troops and in expediting the loading and minimizing exposure time for the helicopters and crews.

★ DONA, BIENVENIDO C., Hospital Corpsman 3rd Class, USN, posthumously, as a corpsman serving with U. S. Marines in the Republic of Vietnam. On 15 Jan 1966, his platoon was hit by small arms and automatic weapons fire while conducting a search and clear operation near the village of Phu An. Petty Officer Dona ran from his protected position across 100 meters of fire-swept, open area to aid the casualties. Undeterred by the enemy fire to which he was fully exposed, he administered first aid and assisted in the evacuation of wounded Marines. On 17 Jan 1966, Dona saw a wounded Marine fall in an open field fully exposed to intense enemy fire. Without hesitation, Dona again left his protected position and ran through the hostile fire to administer medical treatment and to assist in the evacuation of the wounded man. Dona undoubtedly saved several wounded men from further injury or death.

★ McCULLY, JOHNNY R., Senior Chief Equipment Operator, USN, while serving with U. S. Navy Seabee Team 1104 at Dong Xoai, Republic of Vietnam, on 10 Jun 1965. When the compound which he was helping to build came under intense mortar, machine gun, heavy weapons and small arms fire from an estimated Viet Cong reinforced regiment, Senior Chief McCully alerted U. S. personnel, went to a position on the berm, and exposed himself to hostile fire for three hours while firing at the enemy. Although wounded in the arm, he continued fighting until a grenade wounded him again. While moving for cover, he came to the aid of two soldiers in close arms fire with the enemy. When the group's ammunition was expended, he successfully used escape and evasion tactics for 28 hours in enemy territory before being rescued.

★ SZAL, ANTHONY J., JR., Hospital Corpsman 3rd Class, USN, while serving with a company of U. S. Marines in the Song La River area of the Republic of Vietnam on 11 Jun 1966. When his platoon detonated an antipersonnel mine that killed one man and wounded seven others, Petty Officer Szal rushed to the scene and was administering medical aid to the wounded when shrapnel from a second explosion seriously wounded him. Fully aware of the danger of additional detonations, and disregarding his own wounds, he continued to crawl from man to man, administering medical aid and evacuating the wounded. When he was no longer able to care for the casualties, he instructed the Marines in the proper care of the wounded.

RETURN FIRE — Navy helicopter carries M-60 machine gun to answer attack by Viet Cong guerrillas.

LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the government of the United States . . ."

★ MICHEEL, VERNON L., Captain, USN, as Operations Officer for Commander Task Force 77, Commander Task Group 77.4 and Commander Carrier Division Three from 2 Sep 1964 to 17 Mar 1965, for his part in planning Task Force 77 operations in support of United States national policy in Southeast Asia. The Combat Distinguishing Device is authorized.

★ MILLER, EDWIN S., Rear Admiral, USN, as Commander Vietnam Patrol Forces, U. S. Seventh Fleet, from 28 March to 30 May 1965, for directing the surveillance, with limited forces, of over 1000 miles of Vietnamese coastal waters, wherein many thousands of craft of all types were engaged in a wide variety of activities, and for his part in the development of concepts, plans and techniques by which these problems could be effectively attacked.

Gold Star in lieu of Second Award

★ GUMZ, Donald G., Captain, USN, as Commander Fleet Air Whidbey/Commander Fleet Air Wing Four from 3 Dec 1963 to 17 Jun 1966, for his work in exercising Naval Air Force Fleet Type Command functions for all Pacific Fleet heavy attack squadrons and for the training complex designed for the introduction of the A6A attack aircraft to the Pacific Fleet.

★★

Gold Star in lieu of Second Award

★ Hazzard, William H., Captain, USN, (Ret.), as Chief of Staff and Aide to Commander U. S. Naval Defense Forces Eastern Pacific, Commander Western Sea Frontier, Commander Pacific Reserve Fleet and Commandant 12th Naval District, from 20 Jun 1963 to 30 Jun 1965, for his contributions to the conception, development and design of an Alternate Command Center for Commander U. S. Naval Defense Forces Eastern Pacific, involving the use of existing World War II barbettes and underground structures for large savings in construction costs.

Gold Star in lieu of Second Award

★ McKinney, William R., Captain, USN, as Commander Amphibious Squadron Seven, while deployed as a unit of the U. S. Seventh Fleet Amphibious Force from May to November 1965, for commanding two amphibious assaults and three major amphibious landings in Vietnam and for providing the initial direction, coordination, support and assistance in offloading MSTS and commercial ships in Da Nang.

Gold Star in lieu of Second Award

★ O'Connor, John J., Commander, CHC, USN, as chaplain of the Third Marine Division from 15 March to 9 Aug 1965, for his positive and lasting contributions to the small-unit people-to-people programs through interfaith conferences between military and Vietnamese religious leaders. The Combat Distinguishing Device is authorized.

DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight . . ."

★ Carlson, Olof M., Jr., Lieutenant Commander, USN, as the flight leader of four A4C aircraft in the retaliatory strike against Chanh Hoa, North VietNam, on 11 Feb 1965. Detaching his flight from the strike group and proceeding independently without navigational aids, he led the flight through an overcast to an altitude of 500 feet and, in visibility of less than two miles, navigated precisely to the target area for a precision, low-level attack which inflicted extensive damage to the enemy installations.

★ Chasko, Gerald J., Lieutenant, USN, as pilot of a jet aircraft during the attack on Bach Long Vi Island, North Vietnam, on 29 Mar 1965. In the face of heavy antiaircraft fire, LT Chasko made a direct hit on the target, which resulted in its complete destruction. His aircraft sustained numerous hits and suffered a hydraulic failure and serious structural damage; however, he skillfully guided his crippled plane to a safe recovery.

TEST TEAM—Navy *Seasprite* helicopter paces hydrofoil *USS High Point* during patrol chaser's first high sea state trials in Juan De Fuca Straits.

★ Clarke, Douglas L., Lieutenant Commander, USN, during a search and rescue flight deep in hostile territory over North Vietnam on 17 Oct 1965. Flight to the SAR scene involved crossing a surface-to-air missile envelope and flying over known antiaircraft positions at low altitude with an airborne MIG alert in the vicinity. After two downed pilots were located in a nearly inaccessible location, the rescue planes were required to make aerobatic maneuvers at a dangerously low altitude to keep the pilots in sight. The flight remained at the scene for two hours, encountering periodic antiaircraft fire and continuous small arms fire. When the helicopter was forced to leave the area because of shortage of fuel LCDR (then Lieutenant) Clarke provided protection until the helicopter was safely aboard ship.

★ Crangle, Eugene V., Commander, USN, as airborne strike coordinator during strikes against five North Vietnamese patrol boats at Loc Chao, North Vietnam, on 5 Aug 1964. Identifying the enemy patrol boats, he directed propeller aircraft to attack two of the targets while he led his jet aircraft in an attack on the other three boats. He scored rocket hits on one patrol boat. His strike element inflicted major damage on one patrol boat and one torpedo boat and heavily damaged another torpedo boat.

★ Dunlop, Thomas E., Lieutenant Commander, USN, as division leader of a flight of A4C aircraft during the retaliatory air strike on Chanh Hoa Army Barracks at Dong Hoi, North Vietnam, on 11 Feb 1965. Despite intense and accurate ground fire, he positioned the flight on target and successfully accomplished the cannon fire and low-level bombing mission.

★ Gilbertson, Eugene D., Lieutenant, USN, as a member of a strike group attacking a railroad/highway bridge near Dong Phong Thuong, North Vietnam, on 3 Apr 1965. LT (then LTJG) Gilbertson scored direct hits on the bridge and completely knocked out the center span, despite reduced visibility, an extremely narrow target, crosswinds and enemy antiaircraft fire, which had enabled the bridge to withstand three previous attacks.

★ Henriquez, Joseph S., Lieutenant Commander, USN, posthumously, as a section leader of a division of four A4F aircraft on a mission to suppress surface-to-air missile sites threatening the main reconnaissance group northeast of Haiphong on 7 Jul 1966. LCDR Henriquez penetrated the heavily defended coastline in an attack which resulted in a probable kill of an enemy missile site. Then, diverting to a location of enemy PT boats, he made a dive-bombing run, seriously damaging one of the boats and causing a secondary explosion in the docking area. On his second run, he made a strafing attack on a second PT boat, scoring direct hits.

★ Turecek, Jack L., 1st Lieutenant, USA, as pilot of a UH-1B helicopter while serving with I Corps Aviation Company (Provisional), 14th Aviation Battalion, in the Republic of Vietnam on 14 May 1965. In response to a request for assistance from a Marine reconnaissance patrol which was under heavy fire and surrounded by a numerically superior Viet Cong force, 1st LT Turecek flew to the area and, though hindered by enemy fire and reduced visibility, picked up the remaining six members of the Marine patrol. Unable to obtain enough lift to hover his aircraft, he edged the plane over the side of a hill, thus gaining the air speed necessary to fly from the area.

★ Sallada, William F., Commander, USN, as strike coordinator of a 13-plane air wing strike against the Ham Rong port facility near Than Hoa, North Vietnam, on 18 July 1965. CDR Sallada, in the face of intense antiaircraft fire, directed an attack which resulted in severe damage to the target. When one of the crews was forced to eject in the target area, CDR Sallada remained in the vicinity of the downed pilots to offer assistance until imminent fuel exhaustion forced his return to base.

Gold Star in lieu of Second Award

★ Brown, Francis T., Commander, USN, as airborne strike coordinator for Attack Carrier Air Wing Nine aircraft paticipating in the retaliatory air strike against Chanh Hoa, North Vietnam, on 11 Feb 1965. Preceding the strike group to reconnoiter the weather, CDR Brown stationed himself at low altitude near the target, where he supervised the strike timing which had been complicated by adverse weather. Although the weather forced him into the area of heavy antiaircraft fire, he remained over the target to assist the attacking elements until all had safely departed.

Gold Star in lieu of Second Award

★ Dunlop, Thomas E., Lieutenant Commander, USN, during a coordinated multi-carrier strike against the Hai Duong rail bridge on 23 Dec 1965. During the last 20 miles of the approach, and while over the bridge, his division was subjected to gunfire which damaged all aircraft in the division and downed his wingman. Undeterred, LCDR Dunlop released his heavy bombs directly on target just as the preceding division was clear.

Gold Star in lieu of Second Award

★ Sallada, William F., Commander, USN, for a high speed, low-level attack on the Thai Nguyen Bridge, North Vietnam, on 17 Oct 1965. In the face of intense antiaircraft and automatic weapons fire which inflicted heavy damage to the striking force, CDR Sallada penetrated deep into the mountainous area and conducted an attack which rendered this strategic target completely unserviceable.

Gold Star in lieu of Second Award

★ Brown, Francis T., Commander, USN, as airborne strike coordinator of aircraft in the strikes against the Phu Qui ammunition depot in North Vietnam, on 15 Mar 1965. CDR Brown supervised the planning and coordination of the large number of aircraft involved. Encountering adverse weather en route to the target, he took command to establish separation and then preceded the strike group to the target area, providing weather reports as he progressed. Despite intense antiaircraft fire as he approached the target, he maneuvered his flight into a devastating attack on the assigned target.

Gold Star in lieu of Third Award

★ Sallada, William F., Commander, USN, as flight leader of six aircraft in an air wing strike on the Cao Nung Railroad Bridge, northeast of Hanoi, North Vietnam. When missiles were fired at the flight en route to the target, he led the planes below the missile envelope, regrouped them and pressed on to deliver the attack. In spite of the threat from missiles that were fired at the flight before and during the attack, and from the intense antiaircraft fire at the target, CDR Sallada attacked until the bridge was completely unusable.

BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operations . . ."

★ Clark, Gilbert L., Commander, USN, in connection with operations against the enemy as Surface Operations Officer for Commander Carrier Division Seven, from 18 March to 27 Jun 1965. During this period COMCARDIV Seven served successively as Commander Attack Carrier Striking Force, U. S. Seventh Fleet, and Commander Task Group 77.6. As Surface Operations Officer, CDR Clark was personally responsible for the planning and direction of operations for all ships attached to Attack Carrier Striking Force. Operations included major air strikes against important and strongly defended military installations in North Vietnam, initial air support for Commander Military Assistance Command, Vietnam, and large scale reconnaissance and interdiction missions over Southeast Asia. CDR Clark organized and deployed units to best achieve maximum readiness, directed force operations in support of other commands, coordinated logistics requirements and carried out replenishments in a manner which insured maximum readiness.

★ Hope, Lawrence A., Jr., Lieutenant, USN, in connection with operations against the Viet Cong forces while serving as ship rider/advisor to the Vietnamese Navy Sea Force, from 15 Oct 1964 to 1 Aug 1965. LT Hope provided advice and assistance on all operational, logistic and tactical matters to commanding officers of the ships in which he was embarked. Personally participating in amphibious warfare, naval gunfire support and patrol operations, frequently in the face of hostile fire, he spent 244 days embarked in 18 ships operating along the coast of South Vietnam from the 17th Parallel to the Cambodian border. Through his example of professional competence and personal courage, he exercised considerable influence on the Vietnamese commanding officers, thereby contributing to the success of the Vietnamese Sea Force operations. The Combat Distinguishing Device is authorized.

★ Kaltman, Neil A., Hospitalman, USN, while serving as a corpsman with a company of U. S. Marines near Li Son (4) Village, Republic of Vietnam, on 3 Oct 1965. As a member of a relief force sent to aid a patrol that had engaged a numerically superior enemy force, Hospitalman Kaltman continually exposed himself to intense enemy small arms and automatic weapons fire while he attended to the wounds of more than 10 Marines during a period of one and one-half hours. Through his valor and professional skill, he succeeded in saving the lives of at least three Marines and materially reduced the suffering of the others. Kaltman's initiative, courage and devotion to duty were in keeping with the highest traditions of the U. S. Naval Service. The Combat Distinguishing Device is authorized.

★ Kay, William G., Lieutenant, USN, while serving with Naval Advisory Group, Military Assistance Command, Vietnam, from June 1964 to June 1965. As a patrol ship advisor to the Vietnamese Navy Sea Force, LT Kay participated directly in 16 combat patrols totaling 218 days. He deployed as the only American with his unit, was continually subjected to austere living conditions and frequently came under enemy fire. His exceptional military bearing, competence and bravery during Viet Cong engagements were worth of emulation by Vietnamese and American naval officers alike. Through constant association, rapport and example, he evoked from his counterparts, principally the commanding officers of nine Vietnamese PCs and PCEs, greatly improved antiinfiltration patrol and gunfire support effectiveness. LT Kay's dedication to duty, perseverance and courage were in keeping with the highest traditions of the U. S. Naval Service. The Combat Distinguishing Device is authorized.

★ **Leathers**, Roger D., Hospital Corpsman 3rd Class, usn, while serving with U. S. Marines during a night reconnaissance patrol on 25 Apr 1965. Petty Officer Leathers' squad was attacked by a numerically superior force and received numerous casualties. Although he was wounded and exposed to heavy enemy fire, Leathers immediately pulled three Marines from the line of fire. He then moved about the position aiding other wounded members of the squad. When he was no longer able to help the casualties, he supervised other members of the squad in attending the wounded. His initiative and courageous actions were in keeping with the highest traditions of the U. S. Naval Service.

★ **Martin**, Edward H., Hospitalman, usn, while serving with U. S. Marines near Chu Lai, Republic of Vietnam, on 18 Aug 1965. After clearing a small hamlet during Operation Starlite, the platoon to which Hospitalman Martin was attached was taken under intensive enemy small arms, automatic weapons, mortar and recoilless rifle fire from well-prepared positions on high ground 150 meters to their front. Six casualties fell in the first few minutes of the engagement. Without hesitation, Martin went forward through the heavy enemy fire to a badly wounded Marine. After administering medical aid, he moved the man to a safer area and again moved through enemy fire to aid and evacuate other casualties from exposure to the enemy. Through his initiative and courageous actions, Hospitalman Martin undoubtedly saved the lives of several of his comrades. The Combat Distinguishing Device is authorized.

★ **Murray**, Harrison C., Commander, usn, as Commanding Officer, uss *Buchanan* (DDG 14), while employed with Task Group 77.8 and Task Unit 77.8.8, from 2 March to 9 Jun 1965. During this period, CDR Murray contributed significantly to the ability of Task Group 77.8 to complete successfully all tasks assigned the Tonkin Gulf Picket/Search and Rescue team under the continuous possibility of air and surface attacks from the forces of North Vietnam. CDR Murray's exacting attention to detail and his proficiency in destroyer command were major factors in *Buchanan's* recovery of seven aviators in the North Vietnam theater of operations. The Combat Distinguishing Device is authorized.

★ **Stewart**, Marlar E., Captain, usn, as Air Operations Officer and as Assistant Operations and Plans Officer for Commander Carrier Division One from 16 Nov 1964 to 28 May 1965. During this period, comcardiv One was assigned as Commander Task Force 77, Commander Task Group 77.7 and Division Seven, from 18 March to 12 Commander Task Group 77.5, and was charged with the responsibility for conducting extensive and complex air operations in Southeast Asia. CAPT Stewart was directly responsible for the planning, execution and supervision of both combat and support aircraft operations of the task force. Extensive coordination with U. S. Air Force aircraft operations was required in order to insure effective, efficient and safe operations for both forces. The operations included major attacks against North Vietnam and extensive reconnaissance, interdiction and air-sea rescue missions, many of which were carried out in inclement weather and against hostile ground fire.

★ **Wieland**, Dicky, Captain, usn, as Plans Officer for Commander Carrier Oct 1965. During this period comcardiv Seven was assigned successively as Commander Attack Carrier Striking Force, U. S. Seventh Fleet, and as Commander Task Group 77.6 and was charged with the task of conducting extensive and complex air operations in Southeast Asia. Combat operations included major air strikes against military and logistics installations in North Vietnam, in addition to regularly conducted reconnaissance and interdictions missions over Southeast Asia. As Plans Officer, CAPT Wieland organized and directed staff functions to insure an orderly and effective implementation of the missions and tasks assigned to Task Force 77. He further coordinated the efforts of weapons planners, ordnance loading crews and pilots on several aircraft carriers in order to apply suitable combinations of weapons to targets assigned for attack.

TAFFRAIL TALK

ALL HANDS HAS, from time to time, carried stories about Navymen who have a fondness for the bagpipes. Most, it seems, eventually find themselves clad in kilts standing on the deck of a nuclear submarine. As their ship enters or leaves Holy Loch, Scotland, they send skirls curling over the Scottish landscape bordering the Firth of Clyde.

In case the silent service's nuclear branch needs a pipe-playing recruit, they might get in touch with the Radioman "A" School at Bainbridge, Md. Seaman Dennis Franklin Harrison, a member of the school's drill team, plays a mean pipe and has a repertoire of 200 airs.

While the drill team is on parade, Harrison demonstrates his versatility by playing an unlikely rendition of "When the Saints Come Marching In," which isn't exactly an old Scottish air.

Harrison's bagpipes were a gift from his grandmother who spared no effort when it came to providing a bonnie instrument. The pipes gleam with ivory and color flashes in fine Scottish wool woven in traditional plaid. Tassels here and there make Harrison's instrument a real swinger.

Whether or not Harrison sees Scotland from the deck of a nuclear submarine is a matter for conjecture. It seems likely, however, that the Navy will make use of his unusual skill regardless of where he is.

★ ★ ★

A RECENT ALL HANDS report covered the activities of a group of penguins traveling by air, courtesy of Transport Squadron Seven.

Now their compatriots, Development Squadron Six (VX-6), have within their ranks a couple of men who can be considered specialists on the subject of penguins.

To assist a researcher connected with the U. S. Antarctic Research Program, Aviation Metalsmith First Class Gene Loper and Aviation Electronics Technician Second Class George Banks combined their professional skills to whip up a penguin egg incubator, capable of bringing into this world a clutch of 45 little penguins.

Their contribution to science consisted of a box made of sheet aluminum, in which was installed a 28-volt hot plate connected with scrap wire to a switch, thermostat and temperature gauge. The 28-volt plate was necessary because energy was taken from the electrical system of the C-130's flown by the squadron.

Why an incubator? Why can't these 45 penguins be raised like other penguins?

It's all a part of a series of environmental studies conducted by the University of California. The incubator was used to carry the penguins' eggs from the southeastern tip of Ross Island, Antarctica to Christchurch, N. Z., where they were transferred to a larger incubator and flown to California. There, the eggs will be hatched (or maybe they have been hatched already) in a laboratory under specialized environmental conditions.

It was VX-6, as you may recall, which recently received the Navy Unit Commendation in recognition of its work in support of the Antarctic Research Program.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keynotes of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

Here are a few suggestions for preparing and submitting material:

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event must be received before the first day of the month preceding the month of intended publication.

Address material to Editor, ALL HANDS, 1809 Arlington Annex, Navy Department, Washington, D.C. 20370.

• AT RIGHT: LOOKING UP—On her first tour with the Seventh Fleet the nuclear-powered carrier *USS Enterprise* (CVAN 65) is seen through palms while in port at Naval Air Station Cubi Point, P. I.—Photo by James Falk, JOC, USN

65

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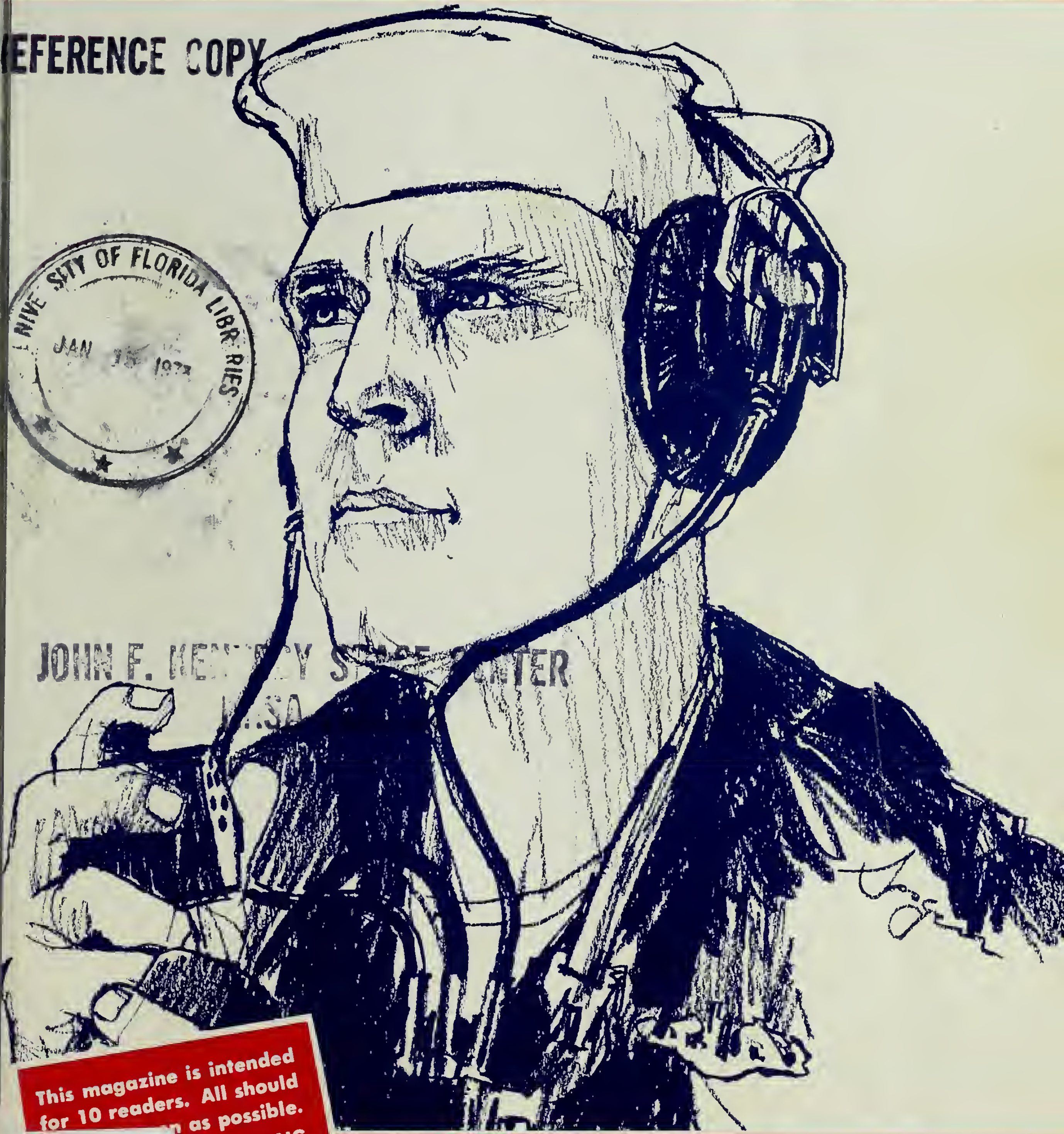
EMERGENCIES - ANY TIME

★ ALL HANDS ★

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION



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APRIL 1967

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

APRIL 1967 Nav-Pers-O NUMBER 603

VICE ADMIRAL BENEDICT J. SEMMES, Jr., USN
The Chief of Naval Personnel
REAR ADMIRAL BERNARD M. STREAN, USN
The Deputy Chief of Naval Personnel
CAPTAIN JAMES G. ANDREWS, USN
Assistant Chief for Morale Services

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G. Vern Blasdell, **News**
Don Addor, **Layout & Art**
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Gerald Wolff, **Reserve**

- **FRONT COVER:** LINES OF COMMUNICATIONS are an important part of shipboard life. An integral part of those lines are the telephone talkers, who must be always on the alert to pass an accurate information as soon as it is known. Drawing by staff artist Peter Sasgen, DM3, USNR.
- **AT LEFT:** ATOMIC LINE UP—An A4D Skyhawk comes in for a landing aboard nuclear powered carrier USS Enterprise (CVAN 65) as atomic powered USS Bainbridge (DLGN 25) and USS Long Beach (CGN 9) follow.
- **CREDIT:** All photographs published in ALL HANDS Magazine are official Department of Defense photos unless otherwise designated.

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The Bureau invites requests for additional copies as necessary to comply with the basic directives. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to subactivities the Bureau should be informed.

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Master Chief Hospital Corpsman
Arthur W. Abbey, Jr., USN

Master Chief Sonar Technician
John L. Robinson, Jr., USN

Master Chief Torpedoman (SS)
Samuel H. Bledsoe, USN

CREAM OF THE

THE NAVY HAS PERHAPS never before had an occasion to consider a *Who's Who* of outstanding enlisted men selected because of their accomplishments during their entire careers.

Now it has done so, and the list is headed by the names of 11 master chiefs.

These men were announced late last year as the 11 candidates for a position on the staff of the Chief of Naval Personnel as his Senior Enlisted Advisor (SEA).

That selection was made in January when Master Chief Gunner's Mate Delbert D. Black, USN, 44, of Orr, Okla., was chosen for the Washington billet.

Chief Black's record of 26 years' naval service is outstanding. But so are those of the other 10 master chief petty officers nominated for the SEA post.

Their qualifications were so outstanding that it would be difficult to designate the men according to their position relative to the final selection. Therefore, they are listed here alphabetically by name, together with their present duty stations.

- Master Chief Hospital Corpsman Arthur W. Abbey, Jr., 47, is serving as the leading chief of the NAS Barber's Point Medical Department in Hawaii.
- Master Chief Hospital Corpsman Frederic H. Andrews, 44, is attached to the U. S. Naval Support Activity, DaNang, South Vietnam.
- Master Chief Boatswain's Mate Calvin L. Baker, 47, is the leading chief petty officer of the NAS Point Mugu, Calif., security department.
- Master Chief Torpedoman (SS) Samuel H. Bledsoe, 47, is Chief of the Boat, USS *James K. Polk* (SSBN 645).
- Master Chief Avionics Technician Jack E. Candland, 45, now serves as Intermediate Maintenance Activity Leading Chief aboard USS *Constellation* (CVA 64).
- Master Chief Gunner's Mate Peter De Hart, 52, is chief master-at-arms in USS *Albany* (CG 10).
- Master Chief Aircraft Maintenanceman Harold D. Noe, 42, is leading chief petty officer of Patrol Squadron 30.
- Master Chief Sonar Technician John L. Robinson, Jr., 48, serves as a technical advisor and writer in the Naval Personnel Program Support Activity, Washington, D. C.
- Master Chief Boatswain's Mate Stanton R. Smith, 44, is leading chief petty officer of the U. S. Fleet Training Center, San Diego, Calif.
- Master Chief Boatswain's Mate Garry Vandenberg, 42, is chief master-at-arms aboard USS *Springfield* (CLG 7).

Master Chief Gunner's Mate
Delbert D. Black, Senior Enlisted Advisor

THESE MEN WERE PICKED by the E-8 and E-9 selection board from a list of nominees which came from commands in the Fleet and Shore Establishment.

This 11-man list was then trimmed down to three finalists by a four-man screening panel comprised of a rear admiral, two captains and a lieutenant commander. They in turn submitted their selection to the Chief of Naval Personnel who made the final decision as to which man was to be harvested from the Navy's cream of the crop of enlisted personnel.

There were a number of factors upon which the board, panel and the

Master Chief Aircraft Maintenanceman
Harold D. Noe, USN

Master Chief Boatswain's Mate
Calvin L. Baker, USN

Master Chief Avianics Technician
Jack E. Candland, USN

CROP

Chief of Naval Personnel based their selection.

These included total years' experience; range of duty assignments at sea and ashore, and whether or not the individual had seen duty in both oceans; combat experience; background in relation to education and extra community activities over the years; physical appearance and bearing; comments from various commanding officers. A well-adjusted family life was of primary importance.

In each of these categories, all the candidates excelled.

Combined, these men's service experience provide a list of exceptionally interesting statistics, which tell a story.

To begin with, there were seven ratings represented by the SEA candidates. Latest figures show that the three master chief boatswain's mates led in a field of 121. The two master chief gunner's mates represented their field of 53. And the two master chief hospital corpsmen were chosen from a field of 51. The remaining four men represented their respective fields accordingly: Master chief aircraft maintenanceman — one of 314, master chief avionicsman — one of 124, master chief sonar technician — one of 55, and master chief torpedoman — one of 33 men in the top E-9 grade.

Master Chief Gunner's Mate
Peter De Hart, USN

Master Chief Boatswain's Mate
Stanton R. Smith, USN

Master Chief Hospital Carpsman
Frederic H. Andrews, USN

Master Chief Boatswain's Mate
Garry Vandenberg, USN

THE TOTAL YEARS' naval service among the candidates comes to 288. This is 119 more years' experience than is recorded in our Navy's history which began only 169 years ago.

The average age is 46 (the youngest is 42; the eldest, 52). Some are tall, some are not so tall, but their average height and weight are 177 pounds and 5'-10". All are married and have a total of 17 children among them – nine boys and eight girls.

Four of the candidates were born in the Eastern United States, one in the South, three in the Midwest and three in the West. According to records available, the father of one man, Chief Abbey, retired from the Navy as a chief boatswain's mate.

As for the range of duty assignments both at sea and ashore, records also show every man has averaged nine tours each, with a combined total of nearly 200 different duty assignments. These assignments have taken them to almost every shore of the world – from Australia, Japan, Turkey, Africa, and Europe to South and North America.

Along these routes, the group has served in 86 ships (23 different types) and flown with more than 20 naval air squadrons and wing organizations.

Most of their careers began before the start of World War II.

At that time seven of the 11 men were on active duty. Three had not yet joined the Navy, whereas another had, two years earlier, returned to civilian life after serving a four-year enlistment aboard a battleship.

Three of the seven men on active duty felt the immediate effects of the war with Japan.

Chiefs Black and Andrews were at Pearl Harbor while Chief Bledsoe was in Manila Bay, P. I., on 7 Dec 1941.

THE STORY OF THESE ELEVEN Navymen is also, in part, the story of the Navy in the past quarter century. Take the top SEA candidate, for example.

Master Chief Gunner's Mate Delbert D. Black, the Navy's first Senior Enlisted Advisor, was among the youngest of the SEA candidates. He joined the Navy in 1941 at age 17.

In the 26 years that have followed, he has served on board the battleship USS *Maryland* (BB 46), three aircraft carriers, three destroyer-type ships, a frigate and a cruiser. Chief Black's shore billet tours have ranged from naval air stations overseas to recruiting duty in Tennessee, as well as a tour with the Ceremonial Guard in Washington, D. C.

He has seen combat aboard two ships – *Maryland* during WW II, and the carrier USS *Independence* (CVA 62). *Maryland*, the chief's first assignment and in which he served throughout World War II, earned seven battle stars.

He was a messman on board *Maryland*, tied up along battleship row, when the first enemy planes came out of the sky over Pearl. The ship was damaged during the aerial attack, but survived to finish the war.

As a seaman and young petty officer, Black saw combat action in operations at Midway, Gilbert Islands, Marshall Islands, Marianas, Western Caroline Islands, Leyte and Okinawa-Gunto.

Two decades later, aboard *Independence* in 1965, Chief Black received a Navy Unit Commendation as a member of the ship's crew which launched the first major series of coordinated strikes against enemy supply lines north of the Hanoi-Haiphong complex in North Vietnam.

For a more complete biography of your Senior Enlisted Advisor, read "This Is SEA Duty – In Person" which begins on page 8 of the March 1967 issue of ALL HANDS.

THE OTHER 10 top enlisted Navymen have equally varied and interesting careers, with their paths crossing many times over the years.

During and after the Pearl Harbor attack, for example, Chief Andrews, as a pharmacist's mate, was kept continuously busy aboard the hospital ship USS *Solace* (AH 5) where wounded personnel were treated.

Meanwhile, some 5000 miles to the west, Chief Bledsoe, a torpedoman aboard the submarine USS *Skipjack* (SS 184), watched as Japanese bombers attacked Manila. At that time, *Skipjack*'s engines were down. However, her crew quickly put the sub in running order and set out on their first war patrol the following day.

Halfway around the world in the Atlantic, Chief Vandenberg was aboard the mine layer USS *Howard* (DMS 7) and Chief Robinson was serving in the patrol gunboat USS *Saint Augustine* (PG 54). Chief Baker, who by then had three years' service, was part of the precommissioning crew aboard the transport USS *Zeilin* (APA 3) being outfitted on the West Coast. The seventh man then on active duty was Chief Abbey. He was awaiting reassignment at a naval operating base in Norfolk, Va.

By the summer of 1943, all 11 men had donned the Navy whitehat.

Landing on Iwo Jima

USS Solace (AH 5)

USS Samaritan (AH 10)

Navy PB4Y-1 Liberator of WW II

Chief Noe joined in June 1942, Chief Candland enlisted in August that same year, and Chief De Hart, the veteran sailor who had previously served four years aboard USS *Idaho* (BB 42) from 1936-40, returned to active duty in June 1943.

The average age of these men, by the time all 11 were on active duty, was 22 years.

Within such a mature group, backed by a variety of talent, it was only inevitable that their experiences would result in several acts of heroism in combat.

AMONG THE 200-plus medals, ribbons and awards received by these 11 veterans there are two Distinguished Flying Crosses, two Bronze Stars, a Navy Commendation Medal with combat "V", at least 10 Air Medals, and the Purple Heart.

In addition, nearly all the men wear one or more Presidential Unit Citations or Navy Unit Commendations, together with numerous awards for various campaigns ranging through World War II both in the Atlantic and Pacific, Korea, and Vietnam.

The Distinguished Flying Crosses and Air Medals belong to the two members of the Navy's air arm—Chiefs Candland and Noe.

Chief Candland received his DFC and Air Medal with four gold stars as a member of Patrol Bomber Squadron 117 in the Pacific during the latter part of WW II. Altogether, he flew with four bomber squadrons throughout the South Pacific.

At about the same time, Chief Noe, with 25 combat missions to his credit, received his DFC while also serving with a bombing squadron.

As a tail gunner and mechanic with VB-144, he flew on missions against Japanese forces in the Caroline, Marshall and Gilbert Islands. During these same flights he was awarded four Air Medals.

A fifth Air Medal was awarded to him for missions flown in the Korean crisis during the spring and summer of 1951.

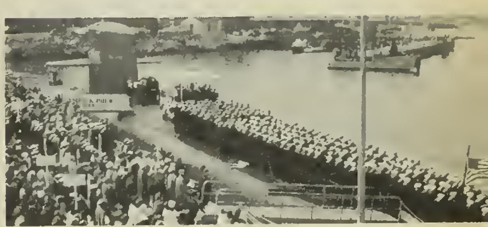
In this action, Chief Noe's squadron, VP-28, flew over 75 combat flights during which flares were dropped to light enemy targets for U. S. night fighters. More recently, the chief aircraft maintenanceman participated in the Cuban quarantine on 23 Oct 1962 as a crewmember with Patrol Squadron Eight.

The two SEA candidates who wear the Bronze Star medals are Chiefs Bledsoe and Baker.

AS A FIRST CLASS TORPEDOMAN aboard the submarine USS *Torsk* (SS 423), Chief Bledsoe was credited with maintaining the submarine's torpedoes in a high state of readiness which enabled *Torsk* to sink two enemy frigates and two cargo vessels totaling 6000 tons during her second war patrol. This patrol took the sub into the Sea of

USS Idaho (BB 42)

USS Constellation (CVA 64)


USS James Polk (SSBN 645)

USS Greenfish (SS 393)

USS Torsk (SS 423)

USS Skipjack (SS 184)

USS Zeilin (APA 3)

USS Mount Katmai (AE 16)

USS Maryland (BB 46)

USS Ammen (DD 527)

Japan the final six weeks of the war.

In addition to the Bronze Star, Chief Bledsoe was awarded a Presidential Unit Citation for duty aboard uss *Queenfish* (SS 393). This sub was credited with sinking a Japanese aircraft carrier, and for rescuing 18 British and Australian POW survivors of an enemy transport sunk while en route from Singapore to Japan.

The chief torpedoman also wears an Army Distinguished Unit Badge received for duty performed while aboard *Skipjack* which was at Manila Bay on 8 Dec 1941.

During the course of the war, Chief Bledsoe served aboard nine submarines on 14 war patrols. Since then he has been a crewmember of six more submarines, three of which are the Fleet ballistic nuclear subs uss *Patrick Henry* (SSBN 599), *Casimir Pulaski* (SSBN 633), and *James K. Polk* (SSBN 645).

ANOTHER HIGHLY DECORATED SEA candidate is Chief Baker. His World War II combat experience might provide enough material to write a book. However, he received his Bronze Star Medal for duty performed during the Korean crisis.

As chief in charge of transferring ammunition from uss *Mount Katmai* (AE 16), Chief Baker is credited with being directly responsible for the quick, efficient transfer of munitions to 80 combatant ships between 18 August and 29 Dec 1950, according to the citation accompanying the decoration. Many of these transfers were to aircraft carriers, which enabled their planes to sustain repeated attacks against enemy positions.

During this same period, Chief Baker also received a second Navy Unit Commendation. His first NUC was awarded to him in the fall of 1942 when he participated in the capture and defense of Guadalcanal. Following this action, he took part in the defense of San Cristobal Island, the invasion and occupation of Rendova Island in the New Georgia group, and was a member of the initial landing party at Bougainville. He also saw action in New Britain and on Guam.

For these campaigns Chief Baker received three Presidential Unit Citations as well as numerous service and campaign ribbons, one of which is the Asiatic-Pacific Campaign with seven stars.

SEA CANDIDATE Chief Abbey has followed well the traditions of his Navy family.

Thus far, the hospital corpsman has been awarded 26 ribbons and medals. His most prominent decoration is the Navy Commendation Medal with combat "V".

Chief Abbey earned this medal during the invasion and occupation of Iwo Jima in February and March 1945. The citation which accompanies the medal, our nation's 11th in order of precedence, cites the Navy corpsman as "fearless."

During the initial phase of the operation, he was lauded for braving intense enemy small arms and mortar fire to assist in the evacuation of wounded men from the landing beach. The citation further states that Chief Abbey made four trips with wounded men across open terrain and, with complete disregard for his personal safety, remained among the wounded casualties throughout the day to administer first aid and to direct their evacuation.

It was during this display of courage that he himself was wounded. Subsequently, he received the Purple Heart Medal and a Presidential Unit Citation as a member of the 28th Marines, 5th Marine Division, which fought to take the island.

MEANWHILE, OFF SHORE, fellow corpsman Chief Andrews was aboard the hospital ship uss *Samaritan* (AH 10) which received many of the 17,000 wounded troops.

This casualty count could have been considerably higher had it not been for the battery support the Corps received from many of the 800 naval ships nearby.

Serving in two of those ships were Chiefs Vandenberg and Robinson. Chief Vandenberg was still on board the mine layer *Howard*, while Chief Robinson had since transferred to the destroyer tender uss *Hamul* (AD 20).

It was just before the Iwo invasion that Chief Robinson was commended for the part he played as a member of an attack teacher team. This team instructed crewmembers of DDs, DEs, PCs and AVPs in the latest antisubmarine warfare doctrine used in preparation for the invasion of Iwo Jima.

A few months later, however, Chief Robinson received a Navy Unit Commendation while aboard the destroyer uss *Ammen* (DD 527)

USS Howard (DMS 7)

USS Saint Augustine (PG 54)

which fought off 30 attacks by Japanese aircraft launched against Okinawa.

Of all the SEA candidates, Chief Boatswain's Mate Smith holds the record for continuous sea duty.

From July 1942, when he arrived at the Naval Base Tutuila, Samoa, until September 1963, when he became an instructor at the Fleet Training Group in San Diego, he had served more than 21 years in overseas and sea duty billets.

Chief Smith's overseas shore billets have been primarily in Hawaii where he served with the Pearl Harbor ASW Defense Force, the Navy Communications Station, and the Hawaiian Armed Services Police.

Among his varied shipboard assignments, which include a fleet oiler, attack transport, light cruiser, radar picket destroyer and stores ship, is a tour aboard the cargo ship USS *Algol* (AKA 54). He was aboard *Algol* when she took part in the amphibious assault landings at Inchon, Korea, in September 1950.

During this same month, Chief De Hart was serving aboard the cruiser USS *Rochester* (CA 124) which bombarded Inchon before the invasion.

Cruisers appear to be Chief De Hart's choice of duty. At any rate, he has served aboard five of them with return tours in two. His other ship assignments have included one battleship, two destroyers, and one destroyer tender.

Among his five shore billet tours in 28 years' service, have been the Ceremonial Guard and the Training and Publications Center in Washington, D. C. During this latter tour he received high praise from top military and government officials for his performance as coordinator of the joint motor pool for the 1965 Presidential Inauguration.

This is the type of challenging and interesting duty all 11 SEA candidates have experienced during their average 26 years in the Navy.

They have shared in the Navy's growth from the conventional era to the nuclear, supersonic space age.

There's no doubt about their being listed at the top of the outstanding enlisted men's *Who's Who.* These 11 master chief petty officers are the cream of the crop.

—Marc Whetstone, JOC, USN.

TRANSFER—Jet's oxygen converter is filled with LOX at NAAS.

Air for Airdales--Lots of LOX

Would you believe that Training Squadrons Seven and Nine spent $40,000 on air last year?

Before you get out the butterfly nets, it should be explained that the squadrons, based at NAAS Meridian, Miss., used the money for liquid oxygen (LOX) to supply training jets on high altitude flights.

On the average, the two squadrons consume 6000 gallons of LOX per week. Since the air station has no facilities for manufacturing the liquid, regular deliveries are made to the station by a civilian outlet.

The LOX shop is a small white building near the hangar, easily recognizable by the NO SMOKING signs painted on the sides. Nine Navymen run the shop, issuing 50-gallon oxygen carts to the squadrons as required and maintaining the LOX supply.

A close watch is kept on the LOX supply tanks in the shop. Constant checks are made on the vacuum space between the inner and outer liners, and excess air is pumped out to maintain a certain vacuum level.

When the LOX is transferred from the storage tanks to a smaller tank, or from the small tanks to a jet, extreme precautions are taken. Protective clothing and face masks are worn by all men working with the LOX. Drip pans are placed under all valves during a transfer; if the liquid were left to drip on the ground, an explosion could be set off by the pressure from someone's foot.

In addition to their work with the liquid oxygen, the LOX Shop men maintain the small supply carts and supply gaseous oxygen for jet bail-out bottles, which are part of jet ejection systems.

The air for the bail-out bottles is free. —Edd O'Donnell, JOSN, USN

LINE-UP—LOX carts from flight line wait for refill from tanks.

GOLDEN SHIPS of the

WHAT DOES IT TAKE to earn the rating of smart ship in the U. S. Navy of today? If an opinion poll were taken among a ship's crew, from captain to the most recent recruit, probably each one would have his own definition of the criterion for a smart ship—and these diverse answers, in most cases, would reflect the experience of the individual.

Perhaps a less controversial way would be to take a look at the records of some of the ships which have arrived at the top and find out how they got there.

Ships, like men, deserve recognition and it shouldn't take long to prove that teamwork put them where they are today.

Listed below are a few representative Navy ships which have received special recognition because of the large number of awards they have won. Each of them can be rated as a top ship in its class. If your ship can match any of these records, or surpass them, ALL HANDS would appreciate your letting us know about it.

- ***USS Truckee*** (AO 147), possibly an all-time winner, has received the Battle "E" eight times *in a row* and is entitled to display the Gold "E" with three hashmarks. (*Note*: To rate the Gold "E" a ship must earn the Battle "E" for five *consecutive* years.)
- ***USS Salmon*** (SS 573), a diesel-powered submarine, has the top record in the submarine fleet—according to available reports—as she has won the Battle Efficiency "E" seven consecutive times. *Salmon* carried the string of wins through 1964.
- ***USS Rankin*** (AKA 103) is another of the chosen few Atlantic Fleet ships to display the Gold Battle Efficiency "E". This was back in 1960, but she may well be on her way to another Gold "E", having received two aditional awards in 1965 and 1966. *Rankin's* also the proud recipient of the Marjorie Sterrett Award and the Assault Boat Group Insignia.
- ***USS George K. Mackenzie*** (DD 836), a Pacific Fleet ship, is perhaps the first ship in the Destroyer Navy to win the Battle Efficiency Pennant for five consecutive years. She rated the Gold "E" back in 1960.

- ***USS Fremont*** (APA 44), an Atlantic Fleet attack transport, has won 10 Amphibious Assault Awards in a row—a record that's difficult to beat. The hashmarks under the original award took up so much space that a special plaque was designed and approved by CNO to represent the 10 awards. As ALL HANDS went to press, *Fremont* was the only ship in awards history to display the 10-time plaque.
- ***USS Piedmont*** (AD 17) a Pacific Fleet winner, has also been awarded the Gold "E". She last earned it in 1960.

How about your ship? How many Navy Unit Citations or Presidential Unit Citations have come your way? Are you a two-time winner of the Arleigh Burke Award or the Marjorie Sterrett Award? Or perhaps you have an entirely different claim to fame. (Records are not sufficiently complete to chalk up the leading aviation awards.) On the following pages is a rundown on the various awards given each year to the outstanding ships in the U. S. Navy.

PERHAPS A JOB well done provides its own satisfaction, but recognition is never out of order. So that such recognition is not lacking, the Navy (and some civilian organizations) have instituted a system of competitive awards.

The most well-known of these Navy awards is the ***Battle Efficiency "E"***, given each year to ships and other operational units which demonstrate the highest combat readiness.

Competition for the Battle "E" is *intratype*—between the individual units of each type command. Final selection is in the hands of the type commander.

Units which earn the Battle Efficiency "E" receive a plaque, which they retain permanently. They are authorized to fly the Battle Efficiency Pennant (the meatball) from the date the winners are announced until, about one year later, the winners of the next competition are chosen.

Winning commands are also authorized to paint a white "E" on the bridge bulwark (or conning tower, in the case of submarines). Second and subsequent awards are indicated by a hashmark beneath the white "E". Commands which win five consecutive times (and since competition is fierce, such commands are rare) may replace their white "E" and hashmarks with a gold "E". Further consecutive awards are indicated with gold hashmarks.

Enlisted crewmembers of winning units wear the "E" shoulder patch (with the appropriate number of hashmarks) on the right sleeve of their uniforms. Further information

SEA

on this is contained in *U. S. Navy Uniform Regulations.*

When they choose the annual Battle Efficiency winners, type commanders also select units for specialty awards. These are based on performance during certain weapons and operations exercises. They are listed in the centerspread (see page 32).

Enlisted Navymen who serve in the divisions which earn specialty awards are entitled to wear the "E" uniform insignia. The "E" is worn on the Navyman's uniform regardless of which specialty award was won by his particular unit, whether an "E", a "C", an "M", an "A" or an assault boat award.

A few Navy units perform so well as to become conspicuous throughout the Fleet. Such commands often gain Navy-wide attention by winning one of a number of high awards—the most prominent of which are the Arleigh Burke Fleet Trophy, the Marjorie Sterrett Battleship Award and the Isbell Trophy.

- The ***Arleigh Burke Fleet Trophy*** is given each year to one ship in PacFlt and one in LantFlt. It signifies an especially difficult achievement, for it goes to those ships which have shown the greatest improvement in battle efficiency competition over a period of one year.

One of the most sought-after Navy awards, the trophy honors Admiral "31-Knot" Burke, who during his six-year tour as Chief of Naval Operations took steps to improve battle efficiency, naval weapons and weapons system, and who was a dynamic advocate of an improved leadership program. The first competition for this award was during the fiscal year 1962.

Winners of the Burke Trophy receive a plaque, upon which is inscribed the name of the ship or squadron, the name of the commanding officer, and the date the award was given. The plaque is retained by the command.

- The ***Marjorie Sterrett Award*** dates back to 1916. It is named for a young girl who, concerned about U. S. preparedness, wrote a letter in which she donated 10 cents (her

NO MORE ROOM—Attack transport *USS Fremont* (APA 44) won so many amphibious assault awards that she ran out of room to display hashmarks.

ELITE GROUP MEMBERS—*USS George K. Mackenzie* (DD 836) and (below) *USS Rankin* (AKA 103) belong to the golden group that have won five 'E's.

GOLDEN GALS—*USS Truckee* (AO 147) has won eight times in a row. *Rt: USS Salmon* is only sub with gold 'E.'

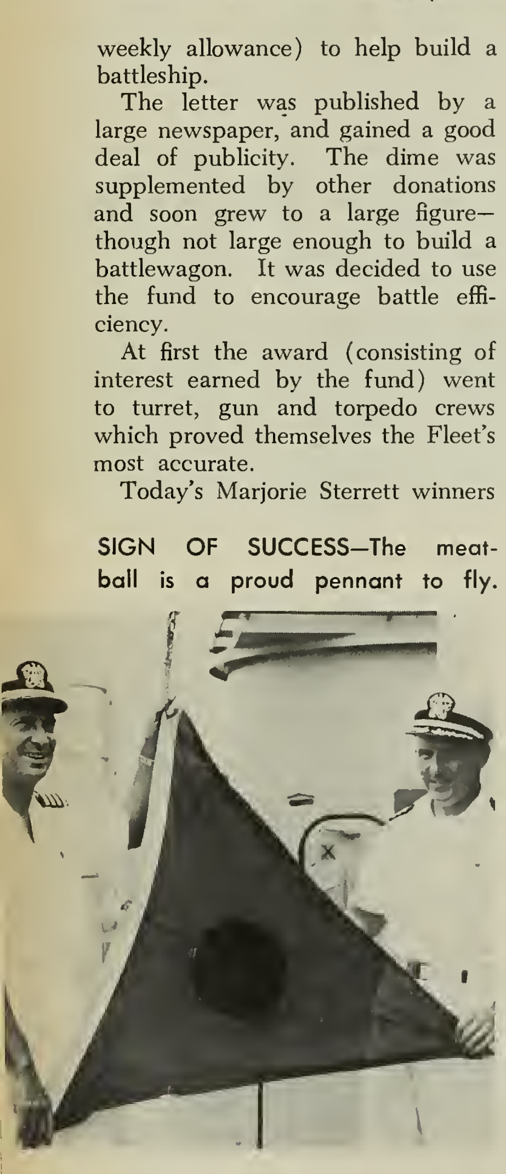
weekly allowance) to help build a battleship.

The letter was published by a large newspaper, and gained a good deal of publicity. The dime was supplemented by other donations and soon grew to a large figure—though not large enough to build a battlewagon. It was decided to use the fund to encourage battle efficiency.

At first the award (consisting of interest earned by the fund) went to turret, gun and torpedo crews which proved themselves the Fleet's most accurate.

Today's Marjorie Sterrett winners are chosen each year from among the battle efficiency "E" winners and among various types of combatant ships. As a general rule the award is divided between an Atlantic Fleet and a Pacific Fleet ship, usually two units of the same type. The cash is used to augment the units' recreation funds.

SIGN OF SUCCESS—The meatball is a proud pennant to fly.



- The *Isbell Trophy* is awarded annually to the ASW aircraft squadron which scores highest during ASW competition. The trophy remains in Washington, D. C., and bears the name of each winning unit. The squadron receives an engraved plaque.

The trophy was established in 1959 and is named in honor of Captain Arnold J. Isbell. During World War II the captain commanded the escort carrier USS *Card*, which was credited with sinking many submarines.

While safety is an important factor in any naval operation, it is of special concern to those who fly Navy. The intrinsic hazards of air operations demand the utmost caution from plane captain to air wing and type commander.

Consequently, achievement in aviation safety deserves both acknowledgement and recognition. It is provided by three different awards for safety.

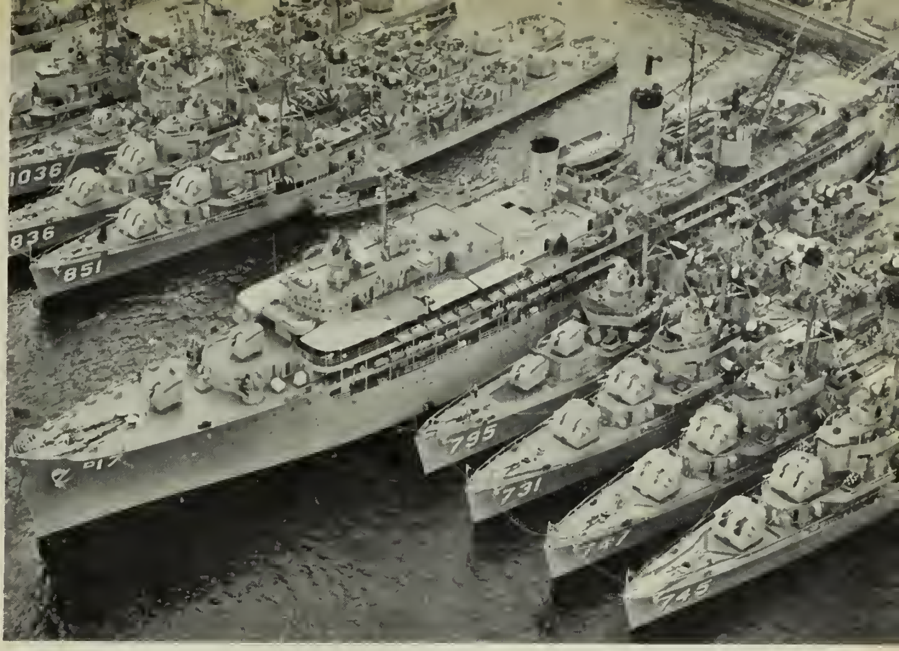
- The *CNO Readiness-Through-Safety Trophy* is given each year to the major command which contributes most significantly to readiness through safety.

The winning command is entitled to display the CNO Readiness-Through-Safety Trophy for one year, after which it is passed to the next winner. When relinquishing the trophy, each command receives a replica, which it may retain.

- *CNO Plaques* are awarded to squadrons for outstanding achievements in aviation safety. Major commands for award purposes and the number of plaques allowed each command are: COMNAVAIRPAC (6), COMNAVAIRLANT (6), CGFMFPAC (3), CGFMFLANT (3), CNATRA (6)—(four for CNARESTRA, one each for CNABATRA and CNAVANTRA), and CGMARTC (2).

Various factors are considered when selecting plaque recipients. These factors include, but are not limited to: The quality of accident reports and investigations; improvement in safety since the preceding year; contributions to aviation safety through use of the malfunction reporting system and through accident prevention ideas submitted; recommendations for improvements to personal survival equipment, aircraft equipment or hardware, ground support equipment and facilities; published safety articles and missions accomplished in addition to those normally assigned.

- The *Admiral Flatley Memorial Award* is presented for superior performance in aviation safety by aircraft carriers. Each year an award



GOLDEN WINNER—Pacific Fleet destroyer tender *USS Piedmont* (AD 17) hauled in fifth Battle Efficiency 'E' in 1960.

goes to one CVA, CVS and LPH.

The winners receive a trophy which is retained on board for one year and then it is passed along to the next winner. The trophy is replaced by a replica.

U. S. Naval Reserve units also earn recognition through annual competition. Some of the most prominent Reserve trophies and awards are as follows:

The ***James Forrestal Trophy,*** the ***Fleet Admiral William F. Halsey Trophy*** and the ***Rear Admiral S. C. Hooper Trophy*** are awarded to the three Surface Divisions—large, medium and small, in that order.

To the winning Submarine Division goes the ***Fleet Admiral C. W. Nimitz Trophy.*** The outstanding Construction Battalion Division of the Naval Reserve receives the ***J. J. Manning Trophy,*** and the top Naval Security Group Division receives the ***Walter S. Gifford, Jr., Trophy.***

The best Mobilization Team Division receives the ***Naval Reserve Minuteman Trophy*** while the ***Reserve Intelligence Trophy*** goes to the leading Naval Reserve Intelligence Division.

The Naval Air Reserve Training Unit judged most efficient in training and operations earns the ***Edwin Francis Conway Trophy.*** The Naval Reserve Station or Unit achieving the highest combat readiness during the fiscal year receives the ***Sheldon Clark Memorial Trophy.***

The Naval Air Reserve Training Command annually awards the ***Noel Davis Trophy*** to the most efficient Reserve squadrons by type. The ***Chief of Naval Air Training Trophy*** goes to the Naval Air Reserve Station or Unit which has demonstrated the greatest improvement in annual competitive training.

The Naval District selected as the most outstanding in the administration and training of the Naval Reserve is awarded the ***E. V. Richards Memorial Trophy.*** The ***Vice Admiral Felix Johnson Trophy*** goes to the Naval District achieving the greatest improvement in national standing over the previous competitive year.

To the station or unit under the Chief of Naval Air Reserve Training having the most outstanding retention record for the previous year is awarded the ***Richard K. West Trophy.*** And for the Naval Reserve Air Station or Naval Air Reserve Training Unit demonstrating the greatest improvement in the field of officer procurement there is a ***"Bear-Trap" Trophy.***

For a rundown on the rules concerning the various awards, see the following directives:

- The details on awards for intratype Battle Efficiency Competition (E awards) and insignia to denote excellence in certain weapons and operations are outlined in OpNav Inst. 3590.4A, with changes.
- Related instructions on intratype competition for awards and the schedule and record of competitive exercises, trials, and inspections are contained in NWP 50(A), *Shipboard Procedures,* Chapter 10 (Training), with specific references in Articles 1001d and 1026.
- Information concerning the Battle Efficiency Pennant may be found in DNC 27(A), *Flags, Pennants and Customs* (Art. 322). Distinguishing marks such as the Navy "E" to be worn on crewmembers' uniforms are covered in *U. S. Navy Uniform Regulations, 1959* (Art. 0653).
- Information on the Marjorie Sterrett Award is contained in SecNav Inst. 3590.2, 18 Jun 1953, with Change 1, dated 25 May 1959.
- The directive governing the Arleigh Burke Fleet Trophy is OpNav Inst. 3590.11.
- The Chief of Naval Operations Annual Aviation Safety Awards are governed by OpNav Inst. 3590.5 series.
- The Isbell Trophy was authorized in a letter to Fleet commands, OpNav 554C, Ser 46P554, 11 Dec 58, and Change 1, dated 25 Aug 1959.
- For the Admiral Flatley Memorial Award, see OpNav Inst. 3590.9 series.
- Information on the Naval Reserve trophies (non-aviation) may be found in Naval Reserve Training Command Instructions of the 3590 series. Aviation Reserve trophies are covered by Chief of Naval Air Reserve Training Instructions of the 3590 series. **—Edward Jenkins**

FIRST

THE DESTROYER escort USS *Bradley* (DE 1041) has proved the value of her new design during the ship's first deployment in the Western Pacific. She's now back in the U.S.A.

Bradley, sailing out of San Diego, is equipped with modern sonar equipment for detecting and attacking enemy submarines. Although classed as an escort, she was performing fire support missions in the Republic of Vietnam.

Bradley also serves as plane guard when operating with aircraft carriers. Formerly, escort vessels were never assigned this duty because of their low maximum speed.

Air-conditioned throughout, *Bradley* is comfortable even in tropical weather.

"There's no question about it, my men can put out a much more sustained effort because of the high habitability of this ship," says her CO, Commander William S. Whaley.

Along with highly sophisticated antisubmarine weapon systems, *Bradley* is also armed with conventional five-inch guns. Her fire support in the II Corps area of the Republic of Vietnam was so accurate that ground units made special requests for the ship to remain in the area.

"We've had some Army artillery spotters aboard and got to know some of them," said Lieutenant James M. Hamrick, the ship's executive officer.

"We developed personal friendships with them—something more

TOUR

than a strange voice over the radio requesting support," he added.

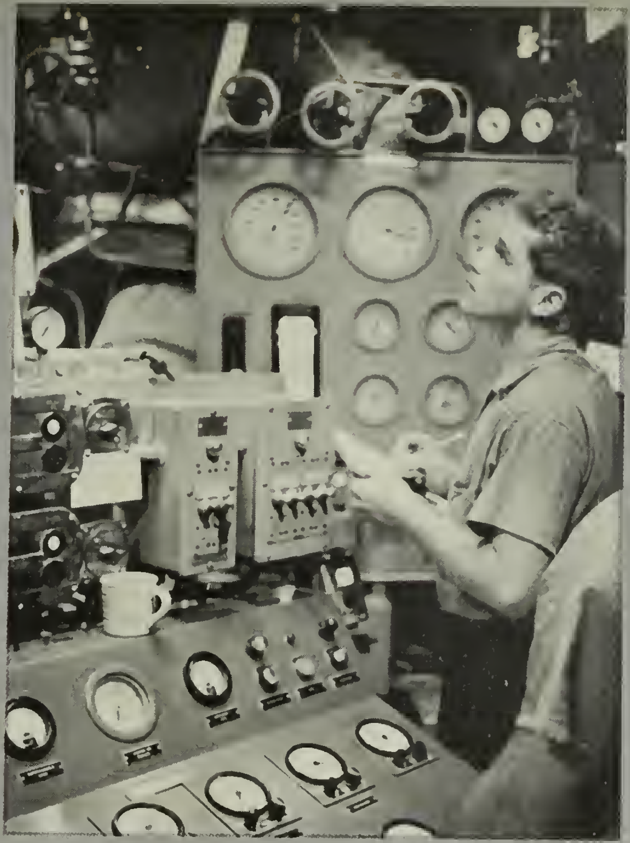
One reason for the over-all effectiveness of *Bradley* is her new propulsion plant.

"We've had no machinery casualty reports in the three months of full operational commitments," said the ship's engineering officer Lieutenant R. M. Zetterberg. Casualty reports are a fairly reliable guide to the efficiency of an engineering plant.

The DE burns JP-5 distillate fuel instead of conventional fuel oil, and boiler maintenance is considerably less. Equipped with two boilers instead of four as found on older ships, *Bradley* has 10 per cent higher efficiency in a plant 50 per cent smaller than normal.

Bradley's success in her first operational role was not all due to being a new ship with the latest gear. It takes men to work the engine room, steer the ship and man the guns.

—Story and photos by
William M. Powers, PHC, USN.



NSC OAKLAND—Cargo is loaded aboard ship at huge California Naval Supply Center for delivery to Fleet units.

PacFleet's Supermarket

NSC Oakland, described as the Navy's largest larder, is the wellspring of supplies for Navy ships and bases in the Pacific Ocean area, providing more than 90 per cent of their logistic support.

It occupies three sites: the main site at Oakland, Calif.; the Alameda Facility at Alameda across the estuary from Oakland; and the Fuel Department at nearby Point Molate (Richmond). NSCO represents an "acquisition investment" of over 83 million dollars, and stores almost 600 million dollars worth of material.

Here is an account of this vast Navy complex, one of a continuing series on the activities of your Navy.

"SORT OF LIKE the old days," commented old-timers when the Oakland Naval Supply Center was caught up in the spiraling demands and workload caused by the buildup of American military strength in Vietnam.

"Sort of" is appropriately vague, for NSC Oakland, now in its 26th year, has undergone vast technological changes since it was formally activated on 15 Dec 1941. eight days after the attack on Pearl Harbor.

The scene then was a filled-in mud flat in the City of Oakland's middle harbor on the eastern shore of San Francisco Bay. The supply base was only partially constructed.

Continuous, drenching rains had turned the soft fill into mud that deeply covered the few paved roads; construction equipment and workers in hip boots further churned up the mud; strong muscles were needed to propel hand trucks over the slippery boardwalks; the nightly blackout further hindered operations.

The activation ceremony was only a pause in the round-the-clock operations of the still unfinished base. The 656 civilian workers who had been recruited by then, the 20 naval officers and a sprinkling of enlisted personnel, were back on the job in a matter of minutes.

Comparing the Oakland base of World War II with the Supply Center of today is like comparing a corner grocery store with a vast shopping center.

THE LARGEST supply activity under the Naval Supply Systems Command, the naval center at Oakland today provides more than 90 per cent of all material logistical support to Navy ships and shore stations throughout the Pacific Ocean area.

- Its work is speeded by one of the world's finest automated materials handling systems.
- Its data processing equipment prepares shipboard inventory status cards for vessels of both the Atlantic and Pacific Fleets.
- It gives service of many kinds to other bases of all the armed forces, continental and overseas.
- It is also a specialized support depot in the world wide distribu-

tion system of the Defense Supply Agency under the Department of Defense.

The main site, at the western edge of the city of Oakland, is something of a city in itself. It has its own police and fire departments, water, heat, and power distribution, telephone and telegraph lines, a dispensary and ambulances, miles of railroad tracks, and berths for 14 ocean-going vessels.

In addition to the Oakland site (560 acres), there is the Fuel Department (434 acres) at Point Molate, 16 miles to the north. In the city of Alameda, across an estuary from Oakland, the Center operates a plant where perishable foods for all the armed forces are stored and loaded aboard ships at four berths.

At the three sites are stored more than 700,000 measurement tons of material (a measurement ton is 40 cubic feet).

The stocks – delivered to customers by land, water, or air – include more than 900,000 items. These range from tiny nuts and bolts to huge ship propellers, from shoelaces and breakfast foods to lifeboats and electronic assemblies, from library books to gear for nuclear submarines, from petroleum products to aeronautical and meteorological equipment.

FROM EYE ON HIGH—In 25 years Oakland has become a city within a city.

A NUMBER OF TENANT activities are located at the Oakland site. One of them comprises the headquarters, ship passenger terminal, and maintenance and repair shops of the Military Sea Transportation Service, Pacific Area Command.

Some of the other tenants are the Naval School of Transportation Management, the Naval Biological Laboratory, the Navy Regional Finance Center, part of the Bay Area Military Ocean Terminal, the 12th Naval District Passenger Transportation Office, the Navy Ship's Store Office, (West Coast Branch), the Oakland Defense Surplus Sales Office, and offices of private contractors engaged in construction for the Navy overseas.

During World War II, when NSC Oakland proved how essential it was to the supply of the combat areas, the number of civilians and military on board reached 16,000.

During the Korean action, when the Center further enhanced its reputation as a "can do" outfit, there were 12,000 on the roster. Today there are only some 4000 civilians (excluding those of the tenant activities) and about 100 military personnel.

This much smaller work force produces at a rate that the plankowners could hardly have dreamed of. The reason is partly found in technological advances, extensive training programs, and experience.

But the strongest factor is the

ON THE GO GO—Fuel department at Point Molate helps power the Fleet. Here, *USS Enterprise* receives aviation fuel.

THE CREATION—From a sea of mud back in December of 1941 the Navy built its largest larder at Oakland, Calif.

"tradition of accomplishment," fostering a confidence that no matter how difficult the problem is, it can be solved. Many of the problems are complex, requiring the most intensive efforts to handle emergency requests from around the world. In helping meet these requests, new employees absorb the tradition.

In 1965, NSC Oakland received and issued enough material to cover 250 football fields to a depth of four feet, or to fill 26,100 railroad boxcars.

Weighing well over one billion pounds, this mass was an increase of 32 per cent over the volume in 1964. It did not include other material that was either shipped directly through the Bay Area Military Ocean Terminal or kept in storage at the Center.

The billion pounds-plus were contained in 1,435,000 measurement tons. They amounted to almost 57½ million cubic feet.

The 3,174,000 orders filled in 1965 represented an increase of nine per cent over 1964 and 18 per cent over 1963.

The pace last year accelerated even more rapidly. The monthly average of orders filled rose to 290,000 for July, August, and September. One-third of them were high-priority issues, requiring special handling. Two years ago, high-priorities were only 15 per cent of the average monthly total.

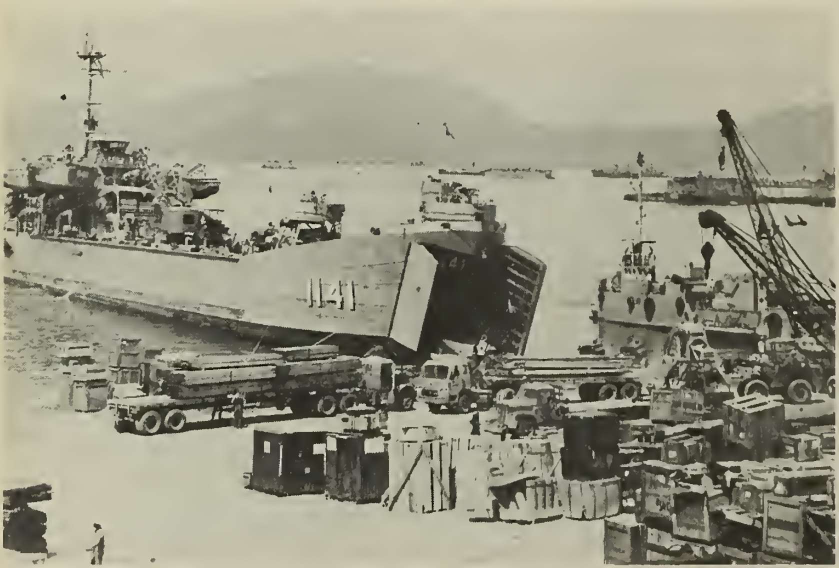
When the 1939 Congress was getting ready to approve Oakland as the site of a supply base, it heard recommendations from personnel in the supply field.

Selection of Oakland was urged as the best possible site on the West Coast, which was described as "vitally deficient in supply facilities." Until that condition was remedied, it was said, the power of the Pacific Fleet in any future emergency would be seriously hampered by an inadequate "peacetime logistic readiness for action" that would "jeopardize its success in the vital early phases of operation."

The existence at Oakland of what is now called the Pacific Fleet's Supermarket has remedied that problem. This is evident in the many commendations and expressions of gratitude that the base has received over the years. As Rear Admiral Edward F. Metzger, SC, USN, commanding officer of NSC Oakland, has said of the current support of Vietnam:

"The Naval Supply Center has been through this cycle three times now, and each time our worth has been proved. Just as the people of those earlier days did, the people of today's Center have confirmed our position in supporting the Navy's part in national security."

OFFLOADING at DaNang illustrates increasing workload at NSC due to build-up in Vietnam. The Center is in its twenty-sixth year of operations.



From Factory to You, Via AMHS

Any discussion of NSC Oakland would be incomplete without some mention of AMHS—the Automated Materials Handling System.

It has been called the "world's most streamlined railroad," and is described by the Naval Supply Systems Command as "the latest word, not only in the Navy's supply system, but anywhere in government or industry." NavSup is justifiably proud of this advancement in the Navy's materials handling.

As are most innovations, AMHS was born of necessity. The system was devised to eliminate or reduce the many restrictive and time-consuming tasks involved in issuing and receiving supplies for our ever-increasingly sophisticated modern Navy. In short, supplies had to be moved faster and more economically.

What AMHS does is to gather together the various supplies your ship orders at the warehouse, then it processes and sends them to you. No muss, no fuss.

AMHS saves time, manpower, material – it expedites material-handling to a point never before achieved. The system also lessens chances for human error, controls work loads, and is expandable to grow as needs dictate.

The list of "tools" that run AMHS starts with a data processing system. This provides punched cards or "print-on" data that record your orders and transmit them into the "process controller" located in the AMHS Master Control Center.

The Master Control Center contains all the controls necessary for movement of material on conveyors. The center controls the processing of "original pack" issues, directs new receipts into "bin storage," returns empty "tote boxes" (plastic trays) to issue areas, and replenishes bin stock from bulk supplies.

It also has auxiliary manual controls (in case of computer breakdown), a closed-circuit TV, and a two-way intercommunication system.

Closed-circuit television plays an important part in AMHS. Cameras are located at six strategic points. Visual monitoring of the flow in progress is maintained with a master TV screen in the AMHS console room. In other words, TV serves as a many-eyed watchman to keep your order on the move.

AMHS's powered conveyor system at NSC Oakland consists of 23,500 feet of roller conveyors. The conveyors are equipped with automatic stops, automatic line releases, line "diverters" and reading devices that transport material to and from the various work stations engaged in bin storage operations.

The flow of material over the conveyor system is controlled by the Master Control Console which automatically routes items of various sizes to predetermined packing stations. Here the packing function is performed—that includes strapping, marking, weighing and forwarding the material to the shipment "segregation area."

When a requisition first arrives at NCS, it is programed through the Automated Data Processing System (ADPS). This is how it works:

ADPS provides punched cards or print-on data and the "material movement document." Requisitions are sorted into various lots by ADPS, to make up the daily work schedule.

Then "issue documents" are made out. These documents are an okay to gather the supplies to send to your unit. The issue documents are delivered to the warehousemen by messenger while the cards are read into the control computer for control of accumulated orders under automatic operation.

When the warehousemen receive the issue documents, they select the items from the bins and place them in tote boxes.

Before these boxes go to the conveyors, the warehousemen set signal devices on the boxes to direct their movement through the automated area.

If several items of material are to be accumulated on a single order, a signal device will direct the tote boxes into one of 60 "customer accumulation" lines.

Tote boxes making up the complete order can come into the accumulation area from 12 floors in four buildings.

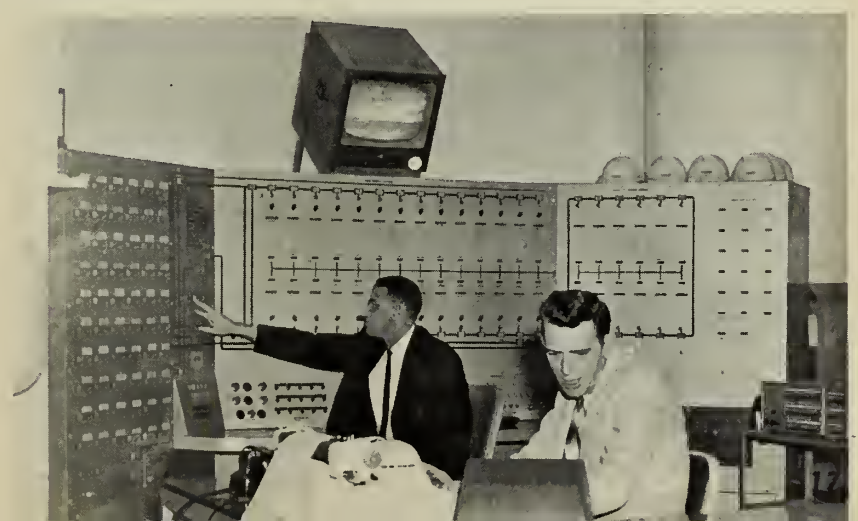
When all items for accumulation have been brought together, they are moved to a basic freight sorting area where the tote boxes are segregated according to commodity classification, thus assuring the best transportation rates for each shipment. Equipment in the sorting area includes automatic scales, sorting lines, and parcel post packing stations.

As parcel post tote boxes flow into the packing station, material that can be mailed in a "jiffy bag" is diverted to special packing stations. In each case materials are packed as carefully as possible to insure safe, quick delivery.

The last function is carried out by the packer who seals the package and labels it.

That's how AMHS makes it possible for your ship or unit to get supplies in a jiffy.

TELEVISION keeps eye on operations of automated materials handling system.



THE BEGINNING—Moffett Field was like this in 1933. *Right:* Now 8000-ft runway runs between old blimp hangars.

Memories of the

A recent visit to NAS Moffett Field, and a look through its files, recall an episode of history in the not-so-distant past. Moffett Field today is a top West Coast base assigned to antisubmarine patrol aviation. Back in the days of World War II it was also working on this mission, but with a difference. It served as a blimp base, and before that it had been a rigid airship center. Moffett Field played a significant role in the story of LTA—now a footnote to history. Here's the story.

THEY'RE GONE NOW, the Navy's giant gasbags, obsolete, victims of progress. There are people living in this country who have never seen a rigid airship or even a blimp except, perhaps, on TV. A commercial manufacturer has a couple of blimps still operating, sometimes hired out as mammoth advertising signs.

But except for one or two LTA historical societies, a growing aviary of hot air balloonists, a logging company which has experimented with LTA to transport logs from remote areas, and a university professor's dream of building a 12,500,000-cubic-foot capacity, nuclear-powered passenger airship, lighter-than-air is an incident out of the past.

A little more than two decades ago, lighter-than-air was very much alive. (That story, and NAS Lakehurst's part in its development, was told in a report in ALL HANDS, September 1961, page 18.)

Back in the early 1930s, the Navy built a West Coast base for LTA craft, the Naval Air Station Sunnyvale, Calif. This was when the rigid airship was a popular subject in the news. NAS Sunnyvale (later Moffett Field) grew into a 40-building complex and became home port of the giant rigid airship, USS *Macon*.

Macon was 785 feet long and 132 feet in diameter. She carried a crew of nearly a hundred, and had a hangar bay for five scout planes which were launched and recovered in flight.

Macon was one of four such giant rigid airships owned in all by

BALLOONS AND BLIMPS in various stages of inflation get helium from giant hoses. *Below:* Moffett blimps made ASW patrols from carriers in the Pacific.

ONE-WHEELED BLIMP taxis for takeoff. Carriermen (c) await blimp landing. *Macon* (r) moors at Moffett in 1933.

ig Birds of NAS Sunnyvale

the Navy. (An earlier airship, ordered from the British by the U. S. had crashed on a trial flight in 1921, before it could be accepted by the Navy.)

Of the four rigid airships, only one survived to be eventually dismantled.

While the bulbous LTA flying machines appeared to perform creditably in their reconnaissance duties during Fleet maneuvers, a variety of mishaps led to the demise of the rigid vessels of the sky.

Shenandoah (ZR-1) split in half and went down in 1925. USS *Los Angeles*, second of the Navy's giant airships, was retired in 1932 and scrapped in 1939. The largest of the rigids were USS *Akron* and *Macon*. *Akron* went down at sea off the East Coast in 1933. *Macon* crashed into the Pacific off the California coast in 1935.

And that was the end of the giant rigid airships—the Navy built no more of them. End of Phase One, LTA. NAS Sunnyvale, *Macon's* home port, was exchanged with the Army for Army properties on North Island.

However, when World War II broke out, blimps—the nonrigid airships—came into their prime. There was a job they seemed especially fitted for. This was Phase Two, LTA. Blimps were both fast enough and slow enough to be effective antisubmarine weapons. So scores of blimps were built (the peak inventory during World War II was 146 of all types). Approximately 1500 LTA pilots and 3000 aircrewmen were trained by the Navy to man them.

NAS Sunnyvale once again appeared on the LTA scene. The Army no longer needed it, so it became one of the West Coast training and operations bases for the Navy in WWII. A few weeks after the Pearl Harbor attack, it was commissioned as a Navy airfield, and four days later renamed Moffett Field.

More blimps were stationed at Moffett Field and it became necessary to construct two additional mammoth hangars. A sizeable number of free balloons, a necessary first step in the training of blimp pilots, floated about the skies of the Santa Clara Valley.

Moffett Field became the base for Commander Fleet Airship Wing Three and one blimp squadron. A total of three blimp squadrons were based on the West Coast. Complements varied, but they ranged up to 14 airships per squadron.

Blimps took off on ASW patrols over the Pacific, or on aircrew training flights. A fleet of blimps could be seen flying in formation regularly over the northern California countryside.

Lighter-than-air was "in"—but not for long. A few years after the war ended, blimps were moved out of Moffett Field and huge heavier-than-air bombers took over the air scene.

Airships remained in the Navy for some years, but in dwindling numbers. Termination of the LTA program was approved by the Secretary of the Navy on 21 Jun 1961. The last LTA units were decommissioned 31 Oct 1961, but two airships were kept in operation for use in experimental work.

One of these made the last airship flight in the U. S. Navy on 31 Aug 1962, and deflation of both began immediately after. All airships on hand were stricken from the Navy inventory on 27 Dec 1962.

Moffett Field, after many transitions, including transport, heavy bombers, carrier jet aircraft, and satellite research, is today the leading West Coast base for antisubmarine patrol aviation. Six squadrons, flying the Navy's new turbo-prop P3 *Orion* patrol aircraft, operate with Moffett Field as their home base.

The last vestiges of lighter-than-air are slowly disappearing from the air station. The helium purifying plant was demolished, except for a tall red and white smokestack, in November of 1965. The smokestack went in late 1966.

All that's left to remind us that airships once lived at Moffett are three immense hangars, obviously oversize for airplanes. That, and the memories of thousands of oldtimers.

—L. Carter Keck, JO1, USN.

HOSPITAL AT SEA—Helicopter's machine gun overlooks *USS Repose* as Vietnam casualties are brought aboard.

Navy Hospitals on the

THE FIRST THING most visitors to this ship see when they come aboard is the white painted overhead. That's because they usually are lying on their backs on stretchers. This is the hospital ship USS *Repose* (AH 16).

For over a year *Repose* has been stationed off the coast of South Vietnam. Her presence has been one of the reasons for continued high morale among men fighting there.

When a man is wounded in Vietnam, he knows he has a better chance to be patched up quickly and expertly than any fighting man in history.

He knows there is MedEvac, those wonderful whirlybirds, which will do their utmost to pluck him from the battle zone in a hurry.

There are well equipped field hospitals waiting to give him emergency treatment. And, there is that big, beautiful, sparkling white ship out there waiting to take him aboard and help him to heal.

Some time this spring, *Repose* is to be joined by another hospital ship which has been recently recommissioned. USS *Sanctuary* (AH 17), first commissioned in 1945, has been extensively refurbished and her new medical and surgical equipment is similar to that of *Repose*.

LIKE ALL hospital ships, *Repose* has two crews. More than 200 men are responsible for the operation of the ship; the other crew is, of course, the hospital staff. There are over 20 Navy doctors, including specialists, and about 30 nurses assigned to the ship, plus about 250 hospital corpsmen.

The ship is built to accommodate 750 bed-patients, but there are facilities for over 900 casualties in an emergency. There are three major operating rooms, spacious X-ray and laboratory departments, a dental department and a laundry.

The fully air-conditioned ship has seven decks, the uppermost of which are used as patient wards and recreation areas.

While recuperating, patients can take advantage of recreational activities which include shuffleboard, volleyball, and badminton. Table games, books, magazines, and radios are provided in each ward.

Casualties are taken aboard *Repose* at three receiving areas. One is near the landing platform, and receives stretcher patients flown in by helo.

Electrically driven hoists bring patients aboard at the second station, which receives those arriving by boat. The third is for those who can walk.

Movement within the ship is made as convenient and easy as possible. There are litter bed elevators and inclined ramps for vertical travel. Doors are double the width of those found in most ships, and passageways are as large as those of shore hospitals.

Repose, as are all hospital ships, is painted white with red crosses. This makes her easily recognizable as a noncombatant ship. She carries no guns.

The heliport located on *Repose*'s

stern allows her to receive patients via helicopter, often within an hour after they are wounded. Such quick hospitalization, while not unheard of in previous wars, was certainly the exception rather than the rule. Helicopter landing platforms were installed on hospital ships during the Korean conflict, and their value became apparent immediately.

Hospital ships have been improved in many other ways, as, of course, have shore-based hospitals. Obviously, the advance of medicine in recent years has been tremendous, and this advance is reflected in the improved techniques and equipment in use aboard *Repose*.

The ship has its own frozen blood bank, capable of storing up to 250 pints of blood. During World War II, and in the Korean conflict, a significant step forward in military medicine and surgery was the treatment of shock through the use of blood plasma.

Move

However, while plasma is a good substitute for whole blood, the real thing is better. During the World War II Pacific campaign, whole blood was flown from the United States to field hospitals and hospital ships on the scene.

This method, while both costly and time-consuming, was necessary, since whole blood could not be stored for more than 21 days. Thanks to *Repose*'s frozen blood bank, her doctors have an insurance in the event that fresh whole blood is delayed. They can simply take a pint out of the freezer, run it through a machine which reconstitutes it, and it is ready to use.

Repose's blood bank is reportedly one of seven of its kind in the world —and the only one afloat.

Another innovation aboard *Repose* is a new blood testing method called fluorescent antibody staining technique (FAST). It is used to provide early detection of diseases. In the past, several days were required to diagnose a specimen. FAST uses a special fluorescent dye which promptly identifies the organism under inspection.

RED CROSS, required by Geneva Convention, is painted on hospital ship by yard worker. *Below:* Navy nurse and corpsman check charts and records.

WORLD WAR II Army nurse surveys kamikaze damage to concrete-steel deck of *USS Comfort* (AH 6). Ship was first to have Navy crew, Army staff.

Repose also carries a portable artificial heart. Weighing only 50 pounds, it can be used on the ship, or flown to a shore-based hospital. This means that, within minutes after a patient is wounded, the artificial heart can take over the functions of his heart or major blood vessels.

The concept of a floating hospital is not new. Hospital ships have been around just about as long as there have been navies.

The ancient Greeks included a type of hospital ship in their Athenian Fleet, and the Romans used hospital ships, which they called *immunes,* to accompany their fighting ships to the battle area.

The U. S. Navy first used a hospital ship during the war with Tripoli. When the fleet departed Sicily in 1803, uss *Intrepid* was left behind to serve as a hospital.

During the Civil War, several commercial vessels were fitted as hospital ships. Probably the most famous of these was *Red Rover,* usually cited as the first ship formally commissioned as a U. S. Navy hospital ship.

Red Rover was a wooden sidewheel steamer captured from the Confederates and refitted by Federal forces as a hospital ship. She served the Western Flotilla, operating on the Mississippi River, from June 1862 to April 1865. She was considered to be the most complete thing of the kind that ever floated.

She had an average crew of 40 men, and about an equal number employed in her hospital department. In addition to women nurses, there were men to care for the sick. Some of these were convalescent sailors and soldiers detailed to duty from shore hospitals.

Her Navy career on the Mississippi marked the beginning of a long line of distinguished hospital ships in the U. S. Navy.

When uss *Relief* (AH 1) joined the Fleet just after World War I, she was the first U. S. Navy ship which had been constructed from the keel up as a hospital ship. The importance of hospital ships to a fleet in combat became well known during World War II. When the war began, two hospital ships, *Relief,* and uss *Solace* (AH 5), were in commission. At the height of the war there were 15. Three of these, while Navy ships, had an Army hospital staff embarked.

The jobs performed during this period by hospital ships were diverse. They were often used, as *Repose* is today, as floating hospitals which would remain stationary near the area of operations and take aboard wounded men brought out to them by boat.

All types of landing craft were used as ambulance boats. When a boat had beached and unloaded its troops and vehicles, it would be loaded with casualties for the return trip. Many of the landing craft carried small surgical teams, who would administer interim treatment while the boat was en route.

Another of the hospital ships' primary jobs was evacuation. Firstly, the evacuation of the injured to hospitals close to the combat zone. When the hospital ship had been filled with wounded from the beach, it would deliver them to advanced base hospitals just to the rear of the operating area.

Secondly, evacuation of patients from the advance base, or fleet hospitals, to hospitals which were far to the rear of the combat zone. This included, of course, delivering patients to hospitals in the United States.

Hospital ships also were called upon to provide emergency medical supplies to other ships in the combat area, and to provide a consultation service to the small medical staffs of other ships.

When the war ended, many liberated prisoners of war came home in hospital ships.

During the Korean conflict, three hospital ships, *Repose,* uss *Consolation* (AH 15), and *Haven* (AH 12) were in commission. They performed most of the functions they had in World War II. The significant change during this period, of course, was the use of helicopters, with the resultant speed-up of evacuation from combat areas.

You may remember one or more of the following U. S. Navy hospital ships:

- *Relief*—Of the five ships of the U. S. Navy named *Relief,* two were hospital ships.

The first of these was originally a passenger-cargo steamer built in 1896, then converted to an Army

HAVEN has helicopter landing pads.

hospital ship during the Spanish-American War. She was transferred to the Navy in 1902. Commissioned in 1908, her first duty was with the Great White Fleet from April to November 1908. She provided medical care, treatment and consultations for the Fleet during its Pacific Cruise.

She then served as a floating dispensary at Olongapo, Philippine Islands, from 1909 until 1919.

(Just for the record, the first *Relief* was a storeship; the third a patrol boat; the fourth, a steam tug.)

The second hospital ship named *Relief* (AH 1) and the fifth of that name was the first ship of the U. S. Navy designed and built from the keel up as a hospital ship. Commissioned at Philadelphia in December 1920, with accommodations for 500 bed patients, she was regarded as the best equipped hospital ship in the world at that time.

She served with the Atlantic Fleet until 1923, when she was transferred to the Pacific, where she relieved USS *Mercy* (AH 4). She was in the Pacific until 1941, then after a two-year tour with the Atlantic Fleet, she sailed for the South Pacific in 1943.

During the war, she received patients from the combat zones in the Solomons, received battle casualties by small boat from the Marshalls, served the Fifth Fleet as station hospital ship during the Marianas campaign and at Ulithi.

After transporting more than 2500 casualties from Okinawa to Saipan and Guam, she served as a Fleet Base Hospital in the Philippines for the rest of the war.

WOUNDED are received on board.

SALUTE FOR SANCTUARY—Sailors from New Orleans-based destroyer *USS Hyman* render salute to *USS Sanctuary* as ship leaves yard for Pacific.

After the war, she made several trips from the Western Pacific to the United States carrying wounded and former prisoners of war.

During World War II, she transported nearly 10,000 patients from combat areas in nearly every military campaign of the Pacific area. She received five battle stars.

She was decommissioned in June 1946 and scrapped in March 1948.

- *Solace*—The first *Solace* was built in 1898 and served as a hospital ship during the Spanish-American War and World War I. Decommissioned in 1921, she was the first U. S. Navy ship to fly the Geneva Red Cross flag.

The second *Solace* (AH 5), originally a passenger liner, was converted to a hospital ship by the Navy in 1940.

She was in Pearl Harbor on 7 Dec 1941, and received an NUC as well as a letter of commendation from Admiral Chester Nimitz for her treatment of the wounded as a result of that attack.

She then served the Fleet during numerous operations, including the Battle of the Coral Sea, and the Solomons, Marianas, Iwo Jima, and Okinawa campaigns.

During her tour in the Pacific, *Solace* treated approximately 25,000 patients. Following the war, she made six "Magic Carpet" trips between Pearl Harbor and San Francisco.

She was decommissioned on 27 Mar 1946. She earned seven battle stars during her war career.

- *Comfort*—The first *Comfort* (AH 3), commissioned in 1918, served as a floating hospital at New York, then helped bring wounded men home from Europe. She was decommissioned 5 Aug 1921.

The second *Comfort* (AH 6), commissioned 5 May 1944, was the first hospital ship to have a Navy crew and Army medical staff. She was under fire several times while evacuating wounded from Leyte and Okinawa and, at Okinawa, was severely damaged by a suicide plane.

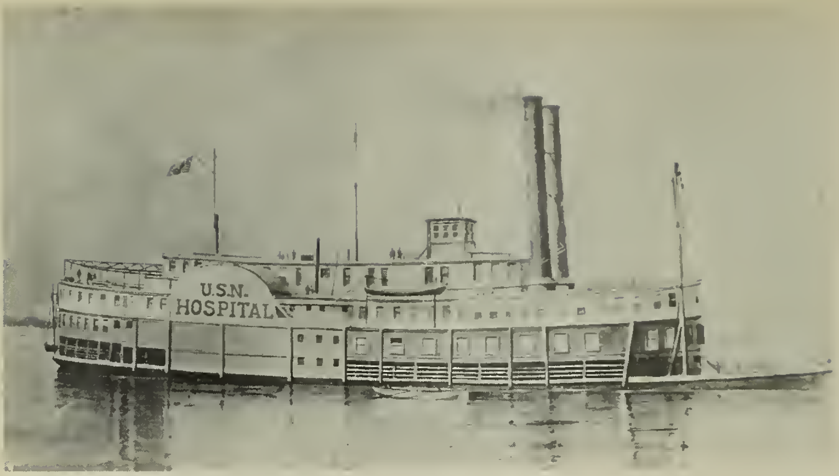
After being repaired, she served as station hospital ship at Subic Bay. After two short tours of occupation duty, she was decommissioned and transferred to the Army in April 1946.

- *Mercy*—The first *Mercy* (AH 4), the former liner *Saratoga*, was purchased by the Navy in 1917 and was used as a hospital ship in World War I. She remained in commission until March 1934, and was sold in 1939.

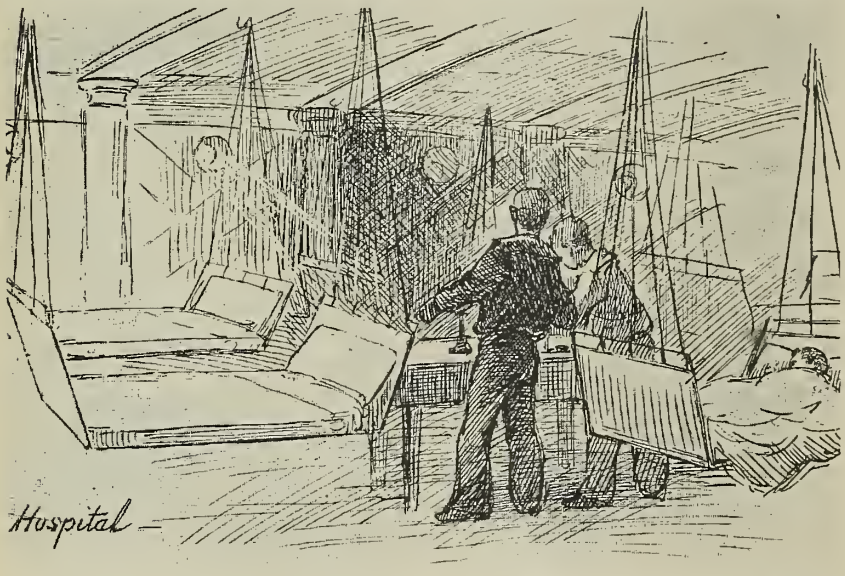
The second *Mercy* (AH 8) was commissioned on 7 Aug 1944. Like *Comfort*, she was manned by Navy personnel, with an Army hospital staff. She supported the initial landing operations at Leyte and Saipan, and later became station hospital ship at Jinsen, Korea.

Mercy was decommissioned at San Francisco on 17 May 1946, and turned over to the Army.

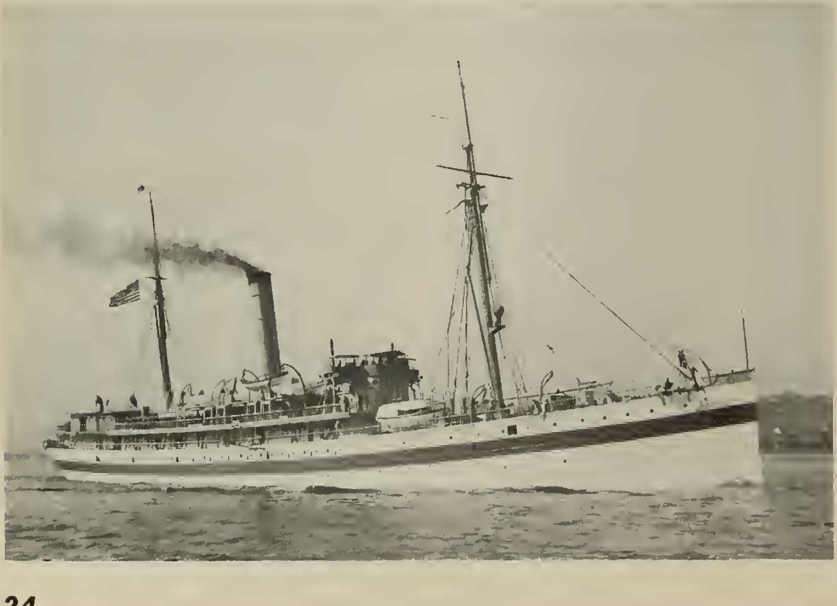
- *Hope*—Another of the Navy hospital ships which carried an Army hospital unit, *Hope* (AH 7) was commissioned on 15 Aug 1944. During the war she made several trips between the Philippines and Hollandia delivering patients.



FLOATING HOSPITAL—*Red Rover,* wooden sidewheel steamer, was captured from South during Civil War, served as Union hospital ship on Mississippi.



IN THE OLD NAVY—Hospital ships looked like this in days of wooden ships and iron men. *Below:* first *USS Solace* served in Spanish-American War.



She provided similar services to casualties of the Okinawa campaign. During her Pacific operations, *Hope* transported over 6000 patients from battle areas to base hospitals. She was decommissioned on 9 May 1946.

- *Bountiful*—Formerly the attack transport uss *Henderson* (AP 1), *Bountiful* (AH 9) was converted to a 500-bed hospital ship and commissioned on 23 Mar 1944.

Her evacuation missions included operations at Palau, Saipan, Guam, Leyte, Iwo Jima, and Okinawa.

She served in Yokosuka, Japan, as station hospital where she remained until March 1946. *Bountiful* participated in the atomic bomb experiments in the Marshalls, then was decommissioned on 13 Sep 1946. She received four battle stars for her Pacific duty.

- *Samaritan*—Originally the Army transport *Chaumont* (AP 5), *Samaritan* (AH 10) was recommissioned as a Navy hospital ship in March 1944.

She evacuated casualties at Guam, Guadalcanal, Saipan, Peleliu Island, Iwo Jima, and Okinawa. She also served as a base hospital at Ulithi.

After the war she remained in Japan with occupation forces until March 1946. She was decommissioned in August 1946, and transferred to the War Shipping Administration for disposal.

- *Refuge*—First a passenger liner named *President Madison,* she was acquired by the Navy and converted to the troop transport uss *Kenmore* (AP 62). She became uss *Refuge* (AH 11) on 24 Feb 1944.

Refuge was assigned to the Service Force Atlantic Fleet, transporting casualties from the war zones to the United States.

She brought patients home from Mers-El-Kebir, Algeria; Belfast, N. Ireland; Liverpool, England; and Oran, Algeria, during her Atlantic tour.

After an overhaul, she went to the South Pacific, where she ferried patients between Leyte and New Guinea. She then evacuated patients and troops from Jinsen, Korea; and Shanghai and Tsingtao, China.

She was decommissioned at Seattle on 2 Apr 1946.

- *Haven*—Commissioned as a Navy hospital ship during the closing months of World War II, *Haven* (AH 12) was formerly the ss *Marine Hawk.*

Her duty during World War II was primarily evacuating former Allied prisoners of war. She helped about 10,000 ex-prisoners start on the road to recovery as she carried them to Okinawa, Saipan, Guam, and San Francisco.

She was then assigned to the atomic bomb tests at Bikini atoll in 1946.

She was decommissioned in June 1947, then recommissioned in September 1950. She arrived in Inchon Harbor just a few days after the Allied amphibious landing. She spent most of her Korean duty in Inchon and Pusan.

During a short stateside visit between Korean tours, *Haven* was fitted with a helicopter flight deck. Previously, it had been necessary to improvise a flight deck of pontoon barges to handle patients brought in by helicopter.

Haven was decommissioned on 1 Jul 1957.

- *Benevolence*—Built as ss *Marine Lion, Benevolence* (AH 13) was acquired by the Navy in mid-1944 to be used as a hospital ship in the Pacific. She was commissioned on 12 May 1945.

She served as station hospital at Eniwetok, and later as an evacuation ship in Japan. She was placed out of commission in 1947.

Benevolence was reactivated in 1950 to serve in Korea, but was sunk by collision during her trials.

- *Tranquillity*—Commissioned on 24 Apr 1945, *Tranquillity* (AH 14) was one of six *Haven* class hospital ships to be built.

She served as base hospital at Ulithi for a short time during the war. In August 1945 she was on hand to rescue survivors of uss *Indianapolis,* which had been sunk near Peleliu Island. She picked up 166 survivors, and transported them to Guam.

She then made several trips to the United States with patients and troops. She was decommissioned on 26 Jul 1946.

- *Consolation*—Commissioned on 22 May 1945, *Consolation* (AH 15) was assigned primarily as an evacuation ship for allied military personnel liberated from prison camps.

She served as station hospital in Japan during the occupation, then was transferred to the Atlantic Fleet in February 1946.

When the Korean conflict began, *Consolation* was sent to Pusan, Korea, where she became the first hospital ship to operate in Korean waters with United Nations forces. She took part in the Inchon landings and the Wonsan and Hungnam operations.

During her Korean service, she cared for over 18,000 patients.

In 1954, *Consolation* took part in the Passage to Freedom operation, evacuating Vietnamese civilians from North Vietnam to South Vietnam.

She was decommissioned on 30 Dec 1955. In March 1960, she was chartered by a civilian organization, and has been renamed *Hope.* She is used in a medical people-to-people program.

- *Repose*—Commissioned 26 May 1945, *Repose* (AH 16) was soon in the Pacific. She was caught in a typhoon at Buckner Bay, Okinawa, and passed through the eye of the storm, but finally emerged with only minor damage.

She spent 13 months at Shanghai as station hospital, and later became base hospital at Tsingtao. She was decommissioned in January 1950.

She was then brought out of reserve to serve in Korea. She was first reactivated as an MSTS ship, then recommissioned in the U. S. Navy on 28 Oct 1950.

She had station duty at Pusan, making periodic trips to evacuate patients to shore hospitals in Japan, and calling at various ports of Korea to embark battle casualties.

She later became station hospital at Inchon. She was decommissioned 21 Dec 1954. As stated above, *Repose* is now in commission again, and is serving in Vietnam.

- *Sanctuary*—Commissioned in June 1945, the first duty of *Sanctuary* (AH 17) was evacuation of nearly 1200 liberated prisoners of war at Wakayama, Japan. She then made several trips from Pacific ports to the U. S. with ex-prisoners and homeward-bound troops.

Sanctuary was decommissioned at Philadelphia in 1946. She was recommissioned on 15 Nov 1966.

- *Rescue*—Built in 1932 as ss *Saint John,* a passenger ship, *Rescue* (AH 18) was later a Navy submarine tender uss *Antaeus* (AS 21). She was renamed *Rescue* in February 1945, and converted to a hospital ship.

She supported the operations against the Japanese mainland, finally sailing into Tokyo Bay with the Third Fleet. Like other Pacific hospital ships, she was busy for the first few months following the end of the war in rescuing Allied and U. S. former prisoners of war.

She returned to the United States in September 1945 and, in 1946, was sold.

—Jim Teague, JO1, USN.

SHIPBOARD SURGEONS—Hospital ships have several rooms for operations.

LETTERS TO THE EDITOR

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

It Really Does Save Paperwork

Sir: In view of the Navy's efforts to decrease paperwork, I was amazed that the new *Correspondence Manual* requires the first endorsement of a letter to be completely identified, despite the fact that it may be written on the same piece of paper as the basic correspondence.

I also wondered about a line which reads: "When the referencing documents do not clearly indicate in the text the subject of the reference, it should be included."

Does this mean that, if I am requesting a reenlistment option under BuPers Inst 1306.73, I should include the subject of the instruction in the reference line?—D. K. R., PN1, usn.

- *Manuals concerning official correspondence frequently seem unnecessarily complex and sometimes specify procedures that seem unreasonable. Most of the time, however, there are good reasons for things being done as they are.*

Suppose you were to receive a letter (with no attached copies) which requires an endorsement. You want to retain a file copy of your endorsement, send one to the other interested party, and perhaps forward one to the originator of the letter.

If you do not have a copying machine, then your endorsement must be made on carbon copies. Remember, these carbons will contain only your endorsement. Not the originator's letter.

Therefore, to insure that copies of your endorsement refer specifically to the originator's letter, you must include complete identification on your original endorsement. The sample line should be shown, although the sample provided in the "Navy Correspondence Manual" omits it. The Administrative Office informs us that they will propose it for review in the next change to the "Correspondence Manual".

As for your second query:

No. Since the subject matter of the request is clear enough, it is not necessary to state the subject of the reference. However, if there may be any doubt, the subject should be shown, for the convenience of the reader.

There are instances which require the subject of a reference to be spelled out.

For example, if the subject matter of your letter is "OpNav Inst 01234.5; request for information concerning," and you are using OpNav Inst 5510.1C as a reference, then the subject of your reference should be stated; in this case, "Department of the Navy Security Manual for Classified Information."

Generally, if the subject matter of a letter does not give a fairly good indication as to the subject of a specific reference, state the subject of the reference, for the sake of clarity.

The Navy Department Administrative Office informs us they intend to clarify the guidelines for referencing Instructions in the next change to the "Navy Correspondence Manual."—Ed.

HERE ARE SIX of 10 Boatswain's mates who were advanced in *USS Brooke*. (DEG 1) for a 100 per cent division mark since ship was commissioned a year ago.

JOs With Sub Designator

Sir: Are there any journalists in the Navy with submarine designators? I have been told that there are qualified journalists in the submarine service. However, I spent a three-year tour at a submarine base and didn't see a single JO rating badge.

To be more specific, are there any JO (SS) personnel in the Navy on active duty at present, or have there ever been any?—D. A. N., YN2, usn.

- *Your informants are correct. There are a few journalists with submarine designators, just as some men in other rates such as BM and GM also bear SS designators.*

However, journalists are not a rate source for submarine assignment. Most journalists who wear the dolphins were at one time in submarine ratings and earned their designator while assigned to a sub.

If we correctly understand your second question, you are asking if a journalist may be assigned to a submarine as a tour of duty. In this case, negative (other than TAD for the purpose, let us say, of writing an article about life aboard a submarine). To be permanently assigned to a submarine, a journalist would have to convert to an SS-type rating.

Here's the explanation in a nutshell: a journalist (and most other non-submarine rates) cannot become qualified as a submariner while serving in his

PONCHATOULA'S PUNCH—*USS Ponchatoula* (AO 148) replenished fuel and supplies of 86 ships during 13-day 7th Fleet assignment off coast of South Vietnam.

rate. He must change his rate to one acceptable to the submarine service. On the other hand, if a man originally becomes a submariner and earns his dolphins, he does not lose them when he changes to a rate such as journalist. —Ed.

Unit Awards

Sir: I have a question about Unit Award Ribbons.

Let's say an individual has received several unit awards. These include Presidential Unit Citations, Navy Unit Commendations, Korean Presidential and Vietnam Presidential Unit ribbons.

Which, if any, may be worn on the right breast when large medals are prescribed?—J. F. K., PN2, USNR-R (TAR).

• *When large medals are worn, the only ribbons authorized for wear on the right breast are the Presidential Unit Citation Ribbon (PUC) and the Navy Unit Commendation Ribbon (NUC).*

If the individual you speak of has been awarded both the PUC and NUC ribbons, he should wear only the PUC ribbon since this award is senior in precedence.

Ribbons other than the PUC and NUC, whether they are unit awards from other U. S. service branches or foreign unit awards, are not authorized to be worn when large medals are worn.

Article 1030.6 of "U. S. Navy Uniform Regulations," 1959, outlines the wearing of units awards under such circumstances.—Ed.

Weiss Anchor Claim

Editor's Note: Last August, All Hands *published a letter from a BM1 who claimed* USS Weiss *(APD 135) set a record number of 57 anchorings in a four-month period during her deployment to Vietnam. Furthermore, he challenged "any ship in the Pacific to prove 'other-*Weiss*'."*

Here are some answers to that challenge:

Sir: USS *Oxford* (AGTR 1) accepts the challenge and hereby submits her anchoring report from April through July 1966.

During that four-month period *Oxford* anchored 116 times. That figure more than doubles the record claimed by the *Weiss*-guys.—R. E. F., BMC, USN.

Sir: Our records aboard USS *Diachenko* (APD 123) indicate that we surpassed the *Weiss* claim during our 1965 Far East deployment. On that tour, *Diachenko* anchored 75 times. In addition, on 5 Oct 1966, at which time we still had six months remaining on our 1966-67 cruise, *Diachenko* had anchored 13 times. Chances of breaking our previous record appear a likely prospect.—LCDR D. M. M., USN.

• Diachenko's *advocate didn't make it clear whether or not her anchorings occurred during a four-month period.* —Ed.

Sir: With reference to USS *Weiss's* claim, USS *Tombigbee* (AOG 11) submits the following statistics.

During her 1966 Vietnam tour, she used her three anchors a number of times. To wit: port anchor—60 drops, starboard anchor—63 drops, stern anchor—26 drops. On top of this, her 30-man deck force laid 52 two-point moors, three three-point moors, and three four-point moors.

While we're on the subject of record-breaking feats, during this same cruise *Tombigbee* shattered all records for AOGs by pumping over 15 million gallons of petroleum products ashore in 129 days on station.—D. D. H., YN2, USN.

• *For the record, how long was the tour?*—Ed.

Sir: Although USS *Finch* (DER 328) is not an APD, here's a shot at the record claimed by USS *Weiss*.

On *Finch's* 1965-66 Vietnam deployment, namely between 3 Dec 1965 and 20 Jan 1966, she dropped anchor 51 times. During the rest of her cruise, which lasted until 13 May, she anchored an additional 35 times, bringing her total number of anchorings to 86.—J. W. T., DK2, USN.

• *There's always tomorrow—and another bag of mail.*—Ed.

News Buoys Still Riding High

Sir: I noted with interest your article concerning news buoys delivered by Patrol Squadron 17 in the December 1966 issue of All Hands.

OH BROTHER—Seven sets of brothers serving abroad the destroyer USS Vesole (DD 878) line up for photo.

UP THEY GO—Two chiefs and a first class petty officer were appointed as warrant officers recently at the Nuclear Weapons Training Center, Atlantic. (left to rt.) Gunner's Mate Technician First Class Robert Malone was an instructor in administrative procedures of cruiser, destroyer and carrier nuclear weapons. Chief Storekeepers Paul Townsend and Clifford Hall taught courses on supply in nuclear weapons systems.

Perhaps I can provide further information.

In 1961, when I was serving with VP-5, the patrol squadron dropped news canisters to the radar picket ships in the Iceland area. It also delivered mail (buoy-style) to the crews manning the weather station on Jan Mayen Island located between the Norwegian and Greenland Seas.

Apparently the idea originated some time before VP-5's northern tour began, because other squadrons, making previous flights over these same areas, were delivering mail in similar fashion. —J. K. Tinder, AX1, USN.

• *We certainly appreciate your additional information on the possible origin of the news buoy drops. Some time in the near future, we hope to be able to publish a roundup on this subject as a result of the numerous responses we have received.*—Ed.

ON THE GO—Replenishment at sea gives the Fleet mobile power.

We Warrant He's Not

Sir: I'm afraid J. S. Turner, ABF1, doesn't qualify as the youngest individual to be promoted to Warrant.

I refer to his letter appearing in the January 1967 issue of All Hands. He stated he will be 26 years and nine months old and will have less than nine years of service when promoted to Warrant. He also inquired who was the youngest man to make Warrant, as he would like to know where he stands.

This much I can tell him.

When I was 24 years old with five years and nine months of naval service, I donned the CPO hat. Ten months later, with six years and seven months of service, I was promoted to Warrant when I was 25 years and 13 days old.

That, however, was some time back. I've since been a warrant officer for 23 years—made W-4 on 1 Jul 1957—and will have a full 30 years' service behind me on 13 Jul 1967.—CWO(4) A. Duggan, USN.

• *Your record certainly tops any we've received and you are to be congratulated—even at this late date. Perhaps we'll hear from some other possible challengers.*—Ed.

Death Gratuity

Sir: I have a question concerning the death gratuity.

When updating my record of emergency data recently, I saw that if a Navyman had no wife or children, or if they predeceased him, the death gratuity would go to his parents, brothers or sisters—whomever he named on the emergency data record.

What happens if there are no parents, brothers or sisters—or if they are not designated? May the Navyman designate someone else on the emergency data record?—L. E. H., ST1.

• *An individual's choice in the matter is limited to certain relatives, as indicated below. The death gratuity is a gift from the government. It is equal to six months' basic pay, plus any hazardous duty pay, but is never less than $800 nor more than $3000.*

If the Navyman is survived by his wife, the entire sum goes to her.

If there is no spouse, the money is divided equally among the children.

If there is no spouse and no children, the money goes as the Navyman designates it on the emergency data record —but ONLY to his mother, father, brothers and/or sisters.

The Navyman may choose to have it divided equally among his parents and brothers and sisters, or among his parents, or among his brothers and sisters, or simply designate one parent, brother or sister to receive the entire amount.—Ed.

Advancement to Officer

Sir: Eight and one-half years ago I joined the Navy with no real motivation toward a naval career and, in fact, no definite goal in life.

After about five years' service, however, I began to see the necessity for higher education and, at the same time, became highly motivated toward becoming an officer.

So I enrolled in night school at a university and for two years applied for NESEP (Navy Enlisted Scientific Education Program) but did not get beyond the physical because of a vision defect.

After this setback, I tried for the Warrant Officer Program but was told by my screening board I was too young (then 24; although the Navy sets the minimum age at 23) and lacked the experience to be a warrant officer.

Two years later, I checked with my education officer and found that the only officer programs that I was eligible for were the Officer Candidate School group which requires a college degree.

I had by this time managed to complete over three years of college in off-duty study but was unable to graduate because of a transfer to sea duty and overseas deployments. It will be impossible to complete my degree requirements until I am again transferred ashore at which time I will be just over 30 years old.

LINING UP—Submarine tender *Bushnell* (AS 15) and destroyer escort *Taussig* (DE 1030) line up for highline drill during current Caribbean cruise.

But, by that time, according to current instructions, I'll have exceeded the age limit requirement for an OCS commission by three years.

Under these circumstances, I would like to find answers to the following questions:

1. Why does the Navy set the maximum age for most commissions at twenty-seven?

2. Does the Navy have any plans to allow enlisted men to complete their last year of college on campus as officers are now permitted to do?

3. Are OCS appointments available to men who are near a degree but do not actually have it?

4. Under my particular circumstances, are there any paths to a commission I have overlooked?—S. R. C., AXC, USN.

• *After conferring with the Bureau's Policy Control Branch, we were able to come up with these answers, Chief:*

1) Most of the Navy's officers are commissioned after a four-or five-year college training course at an average age of 23 and a half. The reason for setting a maximum age limit for commissioning is to prevent an unreasonable age spread within grades. This not only makes for fairer competition for promotion but maintains the traditional balance between age and experience within the officer ranks.

2) There are currently no plans for enlisted men to complete their last year of college on campus, except through the NESEP program and off-duty tuition aid.

However, the whole matter of educational careers for enlisted persons is now under extensive study. There is a possibility, therefore, that some program will evolve that will support college educations for EMs. There are indications at this time that these Navy-supported college educations will be limited to an expansion of the Associate Degree Completion Program recently undertaken on a pilot basis.

3) Individuals may apply for the Officer Candidate School Program after completion of the junior year of college. Those applicants selected may be enlisted before graduation from college, but are required to provide evidence of a degree before being ordered to OCS. Sorry, but no waivers of the degree requirements are granted.

4) As for your specific case, Chief, you may again seek an appointment under the Warrant Officer Program. This program, which does not require a college degree, is an avenue leading to officer status for enlisted men of the Regular Navy. At present, the maximum age limit at the time of application is 39. However, after 1 Jul 1967, the maximum age limit for the WO program will be reduced to 31. As a warrant officer, you would eventually have the opportunity to receive an appointment as a Limited Duty Officer in the Regular Navy, thus attaining your desired goal.—ED.

Group VIII Advancement

SIR: Recently, the Navy enlisted about 4000 petty officers under the Group VIII Direct Procurement Program. All these men were experienced in the construction trades and were assigned to the Seabees. Many were enlisted as first class petty officers.

Do these men have to wait the required eight years before qualifying to take the exam for Chief, or is there a separate ruling to cover this situation?—R. D. M., SMC, USN.

• *Yes, there is a separate ruling. Men who enlisted as first class petty officers under the Group VIII Direct Procurement Program are eligible for advancement to E-7 after they have had three years' time in rate as E-6.*—ED.

Combat Insignia for HMs

SIR: Since submariners and aviators are authorized to wear dolphin and wing insignia, I would like to recommend that hospital corpsmen who have been in combat with the Fleet Marine Force be authorized to wear a "Combat Medic Badge" similar to that of the Army, instead of the Marine Corps insignia they now wear.—M. J. N., HM2, USN.

• *The Fleet Marine Force Combat Operation Insignia has been worn by Navymen and Marines who have seen combat with the Fleet Marine Force in all wars and conflicts from World War II to the present.*

The Permanent Naval Uniform Board feels the present combat device is adequate, and that Navymen and Marines should receive the same insignia, particularly since Navymen earn the device while serving with the Fleet Marine Force.

The Board has been cautious toward accepting any new breast insignia, because if many such requests were approved, eventually the neat, uncluttered appearance of the Navy's uniforms would be lost.—ED.

PLANE FACTS—James R. Littlefield, AC3, USN, poses with homemade scale model of the C-130E *Hercules* flown by his unit. The transport plane took Littlefield two months to build.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS MAGAZINE, Room 1809, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

- USS *Reid* (DD 369–A reunion will be held 21 to 23 July at Milwaukee, Wis. Contact Robert T. Sneed, 1537 North 59th St., Milwaukee, Wis. 53208.
- USS *Massachusetts* (BB 59)–The 22nd annual reunion will be held on 13 May on board the battleship, now based at Fall River, Mass. For information, write to Frank Gately, 4 Cross St., Foxboro, Mass. 02035.
- USS *Callaway* (APA 35)–The third reunion is planned for 1-3 August in Washington, D. C. For information write Wallace E. Shipp, 5319 Manning Place NW, Washington, D. C. 20016.
- *82nd Seabees*–The 82nd Seabees and 519 CBMU will hold their 21st reunion at Los Angeles 18-20 August. Details may be obtained from James Greenwood, 5 Maui Drive, Forked River, N. J. 08731.
- *302nd Seabees*–Members of the 302nd Seabees will hold their 20th reunion on 15-16 July. For information, write to H. W. Price, Jr., 135 Third St. (West), Lewistown, Pa. 17044, or Martin A. Lowe, 8441 Bayard St., Philadelphia, Pa. 19150.
- *Waves Anniversary*–The Waves 25th reunion will be held in San Diego 20-23 July. Details may be obtained from the Wave Reunion Committee, PO Box 12007, San Diego, Calif. 92112.
- *INSMAT*–Members of INSMAT (Inspector of Naval Material) Bethlehem, Pa., from 1940 to 1947 will hold a reunion in Allentown, Pa., 20 May. Information may be obtained from Zelda Timmins, 3005 Arcadia Ave., Allentown, Pa. 18103.
- *Naval Aviators*–A reunion of naval aviators, designated in or before 1938, is being planned for Pensacola 7-11 June. All past and present naval aviators so designated are urged to send their names and addresses to the Chief of Naval Air Basic Training, NAS Pensacola, Fla. 32508. Details will be sent to you. Names and addresses are being sought, whether or not you plan to attend. Naval aviators designated in 1939 may also submit their names for a possible reunion next year.
- USS *Brush*–Former crew members serving on board from 1945 to 1947, who are interested in holding a reunion, may write to Louis E. Lovette, 436 10th Ave., So., St. Petersburg, Fla. 33705.
- USS *Truxtun* (DD 14), (DD 299) or (APD 98)–In connection with the commissioning of *Truxtun* (DLGN 35), an effort is being made to locate officers and enlisted men who served in earlier ships named *Truxtun*. Write to Prospective Commanding Officer, *Truxtun* (DLGN 35), c/o Supervisor of Shipbuilding, Camden, N. J. 08101.

Telephone Identity

SIR: I have considerable contact with civilians in my work and find it confusing, as a lieutenant (jg), when talking on the telephone, to identify myself as Mister.

It is less confusing, but somewhat cumbersome, to refer to myself constantly as Lieutenant (junior grade).

Would be interested to hear what you have to say about the proper procedure.—I. M., LTJG, USN.

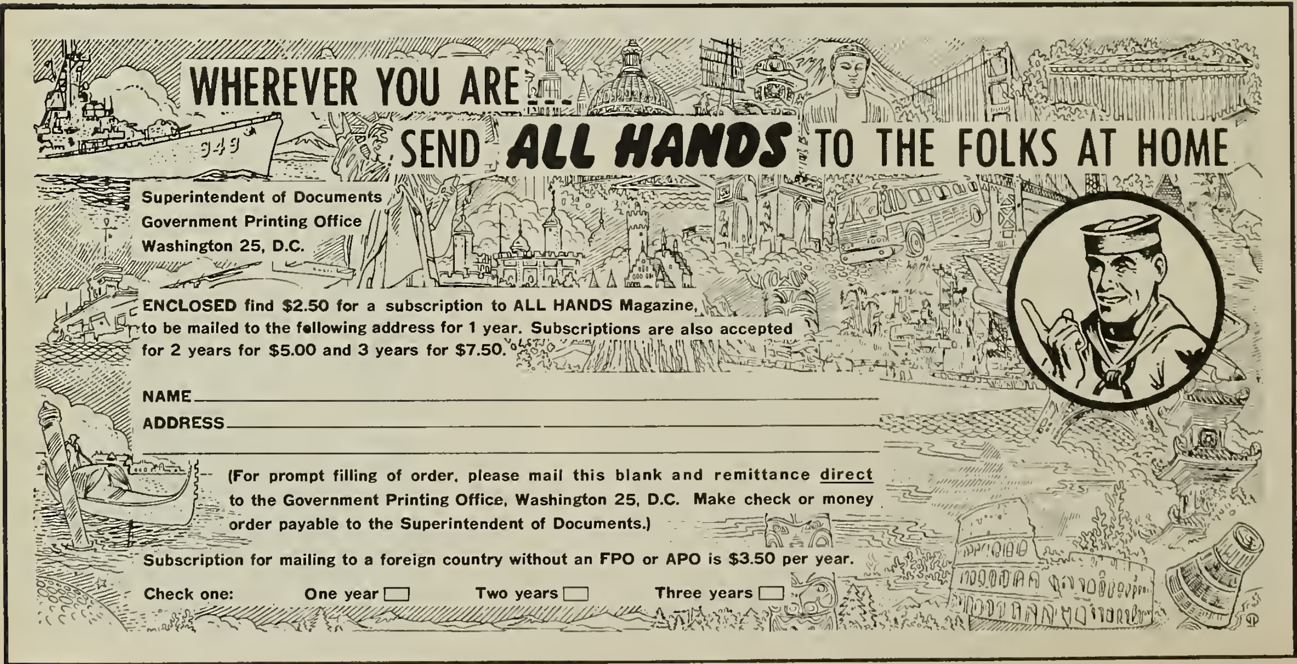
- *What we have to say is relatively unimportant. However, "Navy Regs" swings considerable weight and were you to refer to paragraph 2 of Article 1312, your problem would be resolved.*

In short, "Navy Regs" advises that all men who are officers below the rank of commander in the Navy or captain in the Marine Corps may be addressed as "Mister." Women officers in these grades would be addressed as "Miss" or "Mrs."

This rule, however, does not apply to Dental or Medical Corps officers, who are addressed as "Doctor," or to officers of the Chaplains Corps, who are addressed as "Chaplain."

During a telephone conversation in which the caller knows your military rank, the Mister, Miss or Mrs. prefix is quite proper. However, in your case, if your military rank is not known, a preliminary mention of Lieutenant (junior grade) will identify your military status. After that, you may refer to yourself as Mister, if you wish.

Lest there be any doubt, the cognizant experts say you should not refer to yourself as "Lieutenant" nor as "Lieutenant Jay Gee."—ED.



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WHAT IS IT?—Shafer photographs wedge pack test, drifts with "Slot T" chute, takes pictures with helmet camera.

Look Ma, No Wings

You don't have to be a clown to make a living falling down day after day. You could be a Navy test parachutist, like James D. Shafer, PRC, USN.

Shafer reported aboard the Naval Parachute Unit, El Centro, Calif., in August 1956, and began a career of test jumping that was to make him today, ten years and 1045 jumps later, the Navy's leading test chutist.

Training as a test jumper was rigorous. To qualify, the student had to make sixteen jumps, using the Navy's service parachutes, aviation survival equipment, and various parachuting techniques, such as aircraft exit, freefall, opening malfunctions, and canopy control.

He also learned to make long freefalls without the benefit of instruments, timing his fall by counting off the seconds in a slow and deliberate manner: "one thousand . . . two thousand . . ." and so forth, up to thirty seconds.

During his first two and a half years with the Naval Parachute Unit, Shafer made 381 jumps. Some of them were unusual. He made one such jump in February 1957, while testing an experimental hard-shell parachute container.

In the final moments of his descent, a gust of wind caught Shafer's canopy, and carried him backward, dropping him into a pickup truck.

On another jump, Shafer pulled his ripcord, only to have the handle come off in his hand, leaving his main parachute still firmly packed. He threw out his reserve parachute, but that was blown into a useless rag when the skirt hem failed.

Fortunately, enough of the ripcord cable was left protruding beyond the housing when the handle broke off for Shafer to wrap it around his finger and pull, thus deploying his main parachute and saving his life.

A few years later, Shafer had a malfunction over the Salton Sea on a scheduled water jump. The test item for the jump was a pararaft, and the problem was whether to activate the pararaft during parachute descent, or after entry into the water.

Chief Shafer's difficulty began just after he pulled the ripcord, and the parachute canopy started out of its container. At the same instant, the pararaft lanyard whipped out of the pararaft kit and snaked around the suspension lines near the canopy skirt, knotting up tight and locking the canopy in a partially open position. A quick look over his shoulder showed Chief Shafer what had happened, and he dumped his reserve chute and rode it in.

AFTER—Handshake on terra firma.

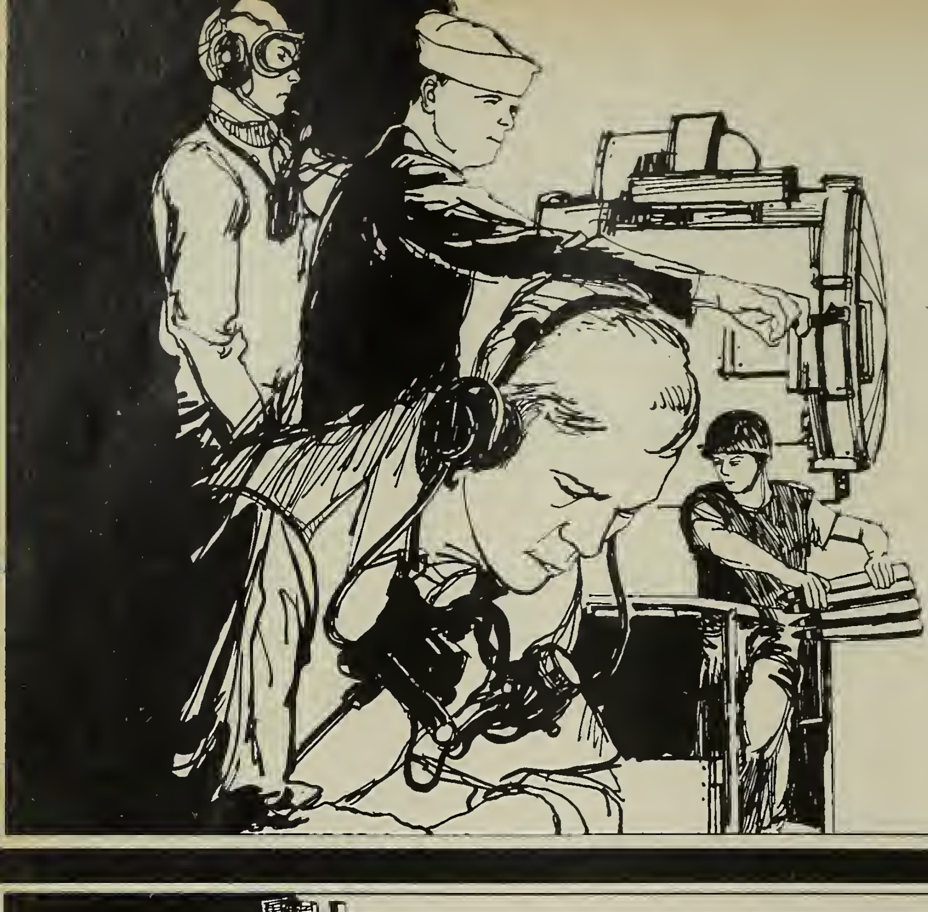
Research and development in the field of aviation provides the test jumper with interesting work. Some projects that Chief Shafer has taken part in are: Jumper-to-jumper photography on the manual operation of a parachute used in ejection seats; freefall photography to evaluate a deceleration device for very high altitude bailouts; development of the Navy's full pressure suit; and jumper-to-jumper photography of the astronaut's space suit.

Probably one of the most important jobs was perfection of the automatic canopy deflation pockets to collapse a parachute canopy on contact with the water, and spare the airman from a wild water drag by high winds.

While making 1045 Navy jumps, Shafer has compiled some impressive parachuting statistics. For example, he has made: Jumps from 19 different aircraft (three of them jets); five night jumps; 10 high altitude jumps (25,000 feet the highest); 45 water jumps; 274 jumps with delays of 40 seconds or longer (127 seconds the longest); 24 high speed bailouts; (18 of them at over 200 knots); and 28 jumps in which a malfunction occurred requiring, the use of his reserve parachute.

His total freefall time is six hours, three minutes, and 50 seconds. And that's a lot of flight time.

—Ron Miller, HM1, USN.



THE MARK

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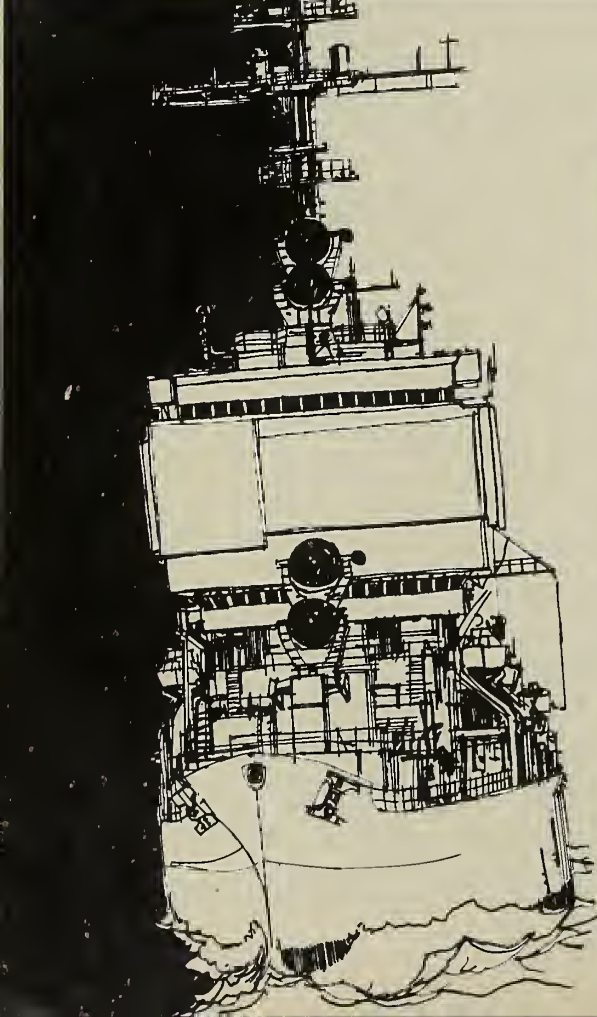


. . . for units of distinction

THE ARLEIGH BURKE FLEET TROPHY is given eac
PACFLT unit which show the greatest improvem
tition. In addition to unit improvement, other
administrative inspections, personnel performanc
ance, supply readiness, engineering reliability, an
and inspections.

THE MARJORIE STERRETT AWARD is given to th
fleet, generally the same type ship in both fleet
placed in the winning ships' enlisted recreation
ning shortly before the U. S. entered World Wa
cerned with our preparedness, donated one dir
battleship. The donation attracted further contri
large fund available.

THE ISBELL TROPHY is presented to the Navy's to
squadrons for excellence in Fleet ASW competiti
in Washington, D. C., where the name of the wi
it, but engraved plaques are given to winners.

f EXCELLENCE . . . for battle efficiency

t proficient carrier weapons departments.

st gunnery and AA director crews.

hips which demonstrate top ASW efficiency.

highly skilled engineering departments.

e in surface-to-air missile operations.

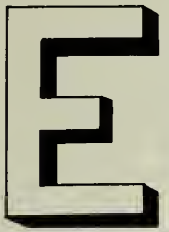
t proficient communications departments.

in minesweeping operations.

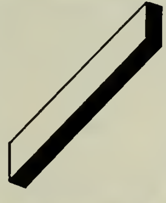
e of excellence in CIC operations.

ent CVA and CVS air departments.

is awarded for excellence in ship-to-shore movements.



THE WHITE BATTLE EFFICIENCY "E" is displayed on the bridge bulwark of most ships, the conning tower of submarines and, occasionally, on the aircraft of winning squadrons. It is displayed from the date the winners are announced through the following competitive year.



A SERVICE STRIPE under the Battle Efficiency "E" denotes each subsequent consecutive award. When a unit receives five consecutive "E"s, the white "E" and service stripes are replaced by a GOLD "E". Each additional consecutive award is indicated by a GOLD SERVICE STRIPE.

THE UNIFORM INSIGNIA, white, blue, or gold only, is worn by all crewmembers of units which receive the Battle Efficiency award. The "E" is also worn by participating crewmembers of ships which win the various specialized awards at left.

to the LANTFLT and the
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are considered, such as
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results of special exercises

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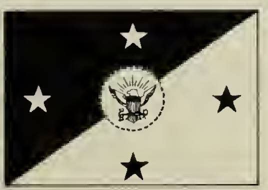
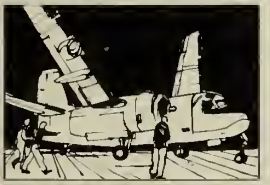
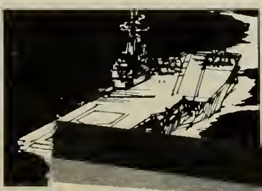
. . . for aviation safety



THE CNO SAFETY AWARD is given in recognition of outstanding efforts to achieve aviation safety. It is presented each year to aircraft squadrons which maintain the best safety records.



THE CNO READINESS-THROUGH-SAFETY TROPHY is presented to major commands for their contributions to aviation safety. Such contributions must bring about a marked increase in Fleet readiness.



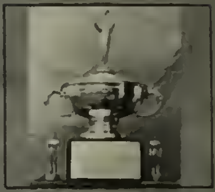
THE ADMIRAL FLATLEY MEMORIAL AWARD is given for superior performance in aviation safety. It is presented each year to one CVA, one [illegible]d one LPH.

THE MARK of EXCELLENCE ...

in the Naval Reserve

THE JAMES FORRESTAL TROPHY is named in honor of the Secretary of the Navy who launched the postwar Naval Reserve Program. The trophy is awarded to the outstanding Surface Division (large) of the Naval Reserve.

THE FLEET ADMIRAL WILLIAM F. HALSEY TROPHY is awarded to the outstanding Surface Division (medium) of the Naval Reserve.



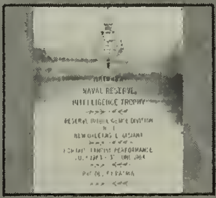
THE J. J. MANNING TROPHY is named in honor of Vice Admiral J. J. Manning, former Chief, Bureau of Yards and Docks (now Naval Facilities Engineering Command), during whose term of office the Organized Seabee Reserve was formed. The trophy is given to the outstanding Construction Battalion Division of the Naval Reserve.

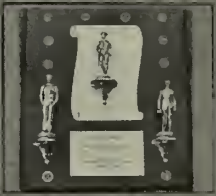
THE REAR ADMIRAL S. C. HOOPER TROPHY is named in honor of Rear Admiral Hooper whose influence and direction were responsible for the appearance of many new features in naval radio equipment. It is awarded to the outstanding Surface Division (small) of the Naval Reserve.

THE WALTER S. GIFFORD, JR. TROPHY is named in honor of LT Walter S. Gifford, Jr., USNR, who gave his life while serving with what is now the NAVSECGRU, during World War II. The trophy is awarded to the outstanding Naval Security Group Division of the Naval Reserve.

THE FLEET ADMIRAL C. W. NIMITZ TROPHY is awarded to the outstanding Submarine Division of the Naval Reserve.

THE RESERVE INTELLIGENCE TROPHY was presented to the Director of Naval Intelligence by an anonymous donor in 1957 for presentation to the outstanding Naval Reserve Intelligence Division.

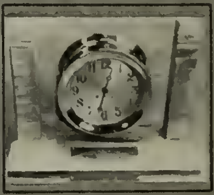




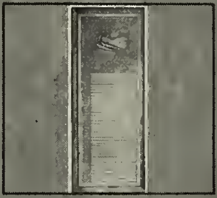
THE NAVAL RESERVE MINUTEMAN TROPHY is awarded annually to the Mobilization Team Division with the most outstanding performance record for the year.

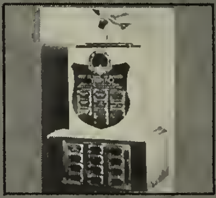
THE EDWIN FRANCIS CONWAY TROPHY is named after LT Edwin Francis Conway, one of the early commanding officers of the U.S. Naval Reserve Aviation Base now known as NAS Floyd Bennett Field. It is awarded annually to the Naval Air Reserve Training Unit judged most efficient in training and operations.

THE SHELDON CLARK MEMORIAL TROPHY is named for a sponsor of the Navy long associated with naval affairs. It is awarded annually to the Naval Reserve Station or Unit achieving the highest combat readiness during the fiscal year.

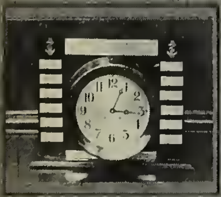


THE NOEL DAVIS TROPHY, first awarded in 1927, is named for LCDR Noel Davis, USN, who was killed in a plane crash. It is awarded to the most efficient Reserve squadrons by type in the Naval Air Reserve Training Command.





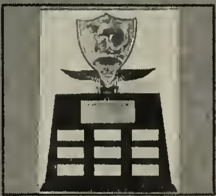
THE CHIEF OF NAVAL AIR TRAINING TROPHY, first presented in 1950, is awarded annually to the Naval Reserve air station or training unit which demonstrates the greatest improvement in annual competitive training.



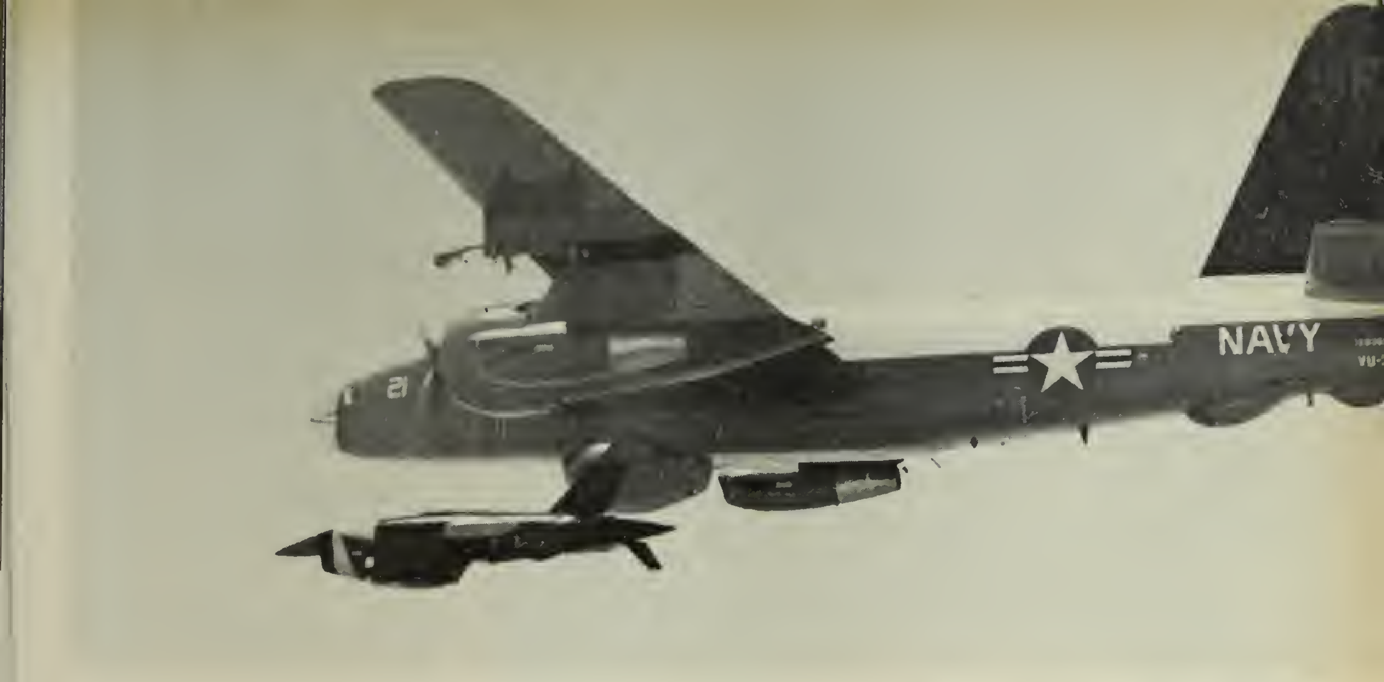
THE E. V. RICHARDS MEMORIAL TROPHY is awarded annually to the naval district judged to be the most outstanding in the administration and training of the Naval Reserve to meet mobilization requirements. This trophy is presented in memory of Mr. E. V. Richards, a recipient of the Navy Distinguished Public Service Award.

THE VICE ADMIRAL FELIX JOHNSON TROPHY is awarded annually to the naval district (other than the winner of the E. V. Richards Trophy) achieving the greatest improvement in national standing over the previous competitive year. The trophy was named in honor of VADM Johnson for his outstanding contributions to the Naval Reserve program.

THE RICHARD K. WEST TROPHY is named in memory of a Naval Air Reserve pilot long active in Reserve matters both in the field of Reserve training and civilian life. First presented in 1965, it is awarded annually to the naval air station or unit under CNARESTRA having the most outstanding retention record for the previous year.



THE "BEAR-TRAP" TROPHY, awarded by the Chief of Naval Air Reserve Training is awarded annually to those Naval Reserve air stations or Naval Air Reserve Training Units establishing the best records in the field of officer procurement.

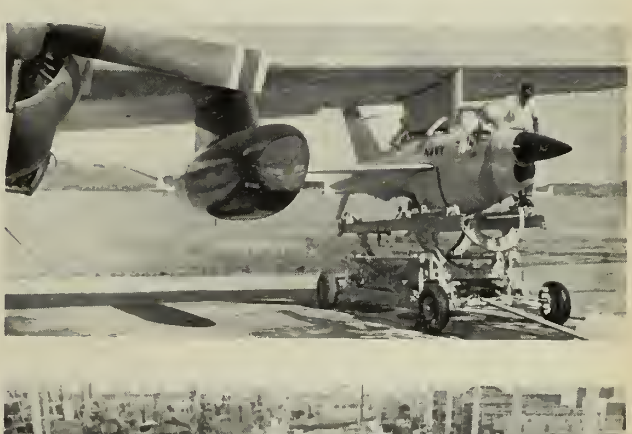


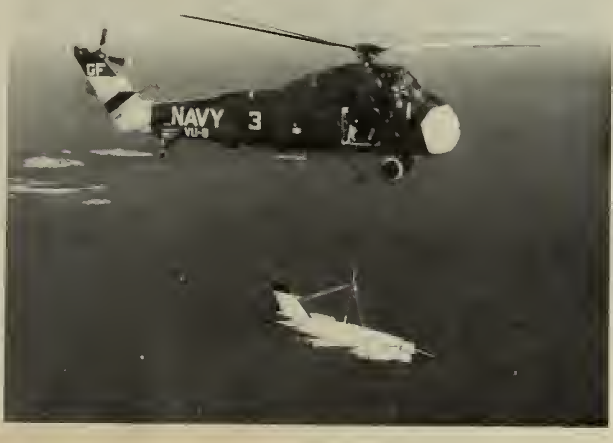
The

Littlest Jet

Target drones have been around for quite some time to help Navy gunners keep sharp against an aerial enemy. Today, a speedy little jet called the *Firebee* is doing the job. When dropped from the wing of a *Neptune* it can accelerate to 600 miles per hour to create realistic simulation of an air attack during weapons exercises. The *Firebee* shown here is with a target support group located at Roosevelt Roads Naval Station, Puerto Rico. It is flown on the Atlantic Fleet Weapons Range in support of surface-to-air and air-to-air missile practice operations for Fleet units.

Clockwise from Top: (1) Jet powered *Firebee* drops away from wing of DP-2E *Neptune* to begin target run over Atlantic Fleet Weapons Range. (2) and (3) Technicians from manufacturer work with Navy personnel on *Firebee*. (4) *Firebees* on the factory production line. (5) Helicopter returns jet target to Roosevelt Roads after target run.





★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★

COMBAT COUSINS—C24 *Greyhound* cargo plane taxis after first landing on carrier in combat zone. In foreground is E2A *Hawkeye* early warning radar plane.

Automated Auxiliaries

Automation is spreading. Some time back, the Navy announced that it planned to automate the propulsion plant of a new attack cargo ship (AKA). Now, in addition, it plans to incorporate automated plants in three combat stores ships to be built in San Diego, and in four more AKAs being built in Newport News, Va.

It is estimated that the first of these eight ships will join the Fleet in April 1968, with delivery of the last of the balance in September 1969.

For many years, some subsystems aboard Navy ships have been automated. Lubricating oil and feedwater systems have long been self-regulating. More recently, automatic combustion control of boilers has become standard on all new Navy ships.

By automating these propulsion plants, the Navy will not only reduce the number of men required to operate them but will also improve reliability of the ships. Only three men, instead of the usual 12, will be required for each engineering watch.

The conning officer will have direct control of the main engines from the bridge. A central console in the engine room will automatically monitor and control all engineering functions. The engineer at this console will know the status of his plant at all times. Temperature, pressure and other critical data concerning the machinery system will be available to him immediately. Thus, he can take immediate action at the first indication of trouble.

Should any part of the system fail, an alarm on the console will pinpoint the trouble spot. Pressing the proper button will call into action immediately the backup component for that part. Mechanical controls will also be provided so that the machinery plant can be controlled locally if necessary.

Although the initial cost of the new auxiliaries will be slightly higher because of the automation feature, it is expected that this investment will be repaid many times.

New Construction

The Navy's stockpile of commissioning pennants has been drawn upon frequently in recent months as several ships joined the Fleet.

The newcomers range from nuclear-powered ballistic missile submarines to escort ships.

First of the group to hoist her pennant, on 25 November, was the escort ship USS *Voge* (DE 1047).

She is among the most advanced ASW surface vessels of her class, capable of operating drone ASW helicopters.

DEs are designed to operate offensively against submarines, and provide support in amphibious assaults and strike force operations.

Voge is named after Rear Admiral R. G. Voge, USN, distinguished WW II naval leader in cruisers, destroyers and submarines. The DE was commissioned at the Boston Naval Shipyard.

The remaining new ships were commissioned in December: two fleet ballistic missile submarines, two nuclear powered attack submarines, a guided missile frigate and a guided missile ocean escort.

First of the newest ballistic submarines, *Francis Scott Key* (SSBN 657), raised her pennant on 3 December at Groton, Conn.

Named for the American lawyer who wrote our national anthem, SSBN 657 will be manned by two crews, Blue and Gold, a procedure which has become routine for FBM submarines.

Key's sister ship, *Mariano G. Vallejo* (SSBN 658) also joined the Silent Service on 16 December at Vallejo, Calif.

This newest member of the missile-firing subsurface force was named after the man who, as deputy to the California territorial congress, supported the rebellion of Californians against their Mexican governor.

Like *Key*, *Vallejo* will also be manned by Blue and Gold crews.

The two nuclear-powered attack submarines which have since joined the Fleet are *Queenfish* (SSN 651), commissioned on 6 December, and

Guardfish (SSN 612), on 20 December.

Both subs, named after WW II boats, are designed to carry submarine-launched ASW missiles (*Subroc*)—one of the latest ASW warfare systems in use today.

Queenfish was commissioned at Newport News, Va., while *Guardfish's* ceremony took place at Camden, N. J.

On the mainland's western seaboard in Bremerton, Wash., the guided missile frigate *Jouett* (DLG 29) closed up her commissioning pennant on 3 December. She is the third ship to bear the name in honor of Rear Admiral James E. Jouett, USN, who distinguished himself in Union action during the Civil War.

The ship carries surface-to-air Terrier missiles, *Asroc* and 5-inch, 54-caliber and 3-inch, 50-caliber guns.

Another ASW specialist ship commissioned in December at Seattle was the guided missile ocean escort *Ramsey* (DEG 2). Her armament includes *Tartar* surface-to-air missiles and a 5-inch, 38-caliber semiautomatic gun. She carries a 240-man crew.

Ramsey is the first ship to be named after Admiral Dewitt Clinton Ramsey, USN, the 45th naval officer to be designated a naval aviator, and former Vice Chief of Naval Operations.

In addition, the submarine, destroyer, amphibious and service forces may look forward to receiving additions to their commands as the result of recent ship launchings.

For the Submarine Force—The nuclear powered attack submarine *Lapon* (SSN 661) was launched 16 December at Newport News, Va.

Lapon is 292 feet long, her beam measures 31 feet, and she displaces about 4100 tons. She is scheduled to join the Fleet next November.

For the Destroyer Force—The escort ship *Knox* (DE 1052) was launched 19 November at Seattle.

Knox is the first of a new class of DEs designed for modern ASW tactics, operations such as screening amphibious or underway replenishment forces, or escorting convoys.

Rocket launchers, torpedo launchers, and a 5-inch, 54-caliber gun mount make up the armament of *Knox*. She measures 438 feet in

(Continued on page 38.)

HEADED FOR THE BARN—VAW 33's last *Guppy* makes its final flight.

Guppies Retired

To an aquarium owner, guppies are only fish. To the Navy, however, they are aircraft which once provided eyes for the Fleet. Recently Carrier Airborne Early Warning Squadron 33 retired the last of its EA-1E *Guppies* but many remember the year 1953 when the planes with the fish-like bulge became operational in VAW-33.

When the *Guppies* roared into the air, their radar equipment peered over the earth's curve from heights of 10,000 to 15,000 feet to spot potential enemies still invisible to surface radar.

The EA-1E *Guppies* were first used as radar picket planes by three Early Warning squadrons. Later, they were all transferred to VAW-33 making it, according to its estimate, one of the largest carrier based squadrons in the world.

In the fall of 1964, during a NATO exercise, it was a VAW-33 *Guppy* that intercepted and photographed two Soviet *Badger* jet reconnaissance aircraft. It was the *Guppies* which, among others, scanned the skies with their radars as five Gemini space capsules returned to earth.

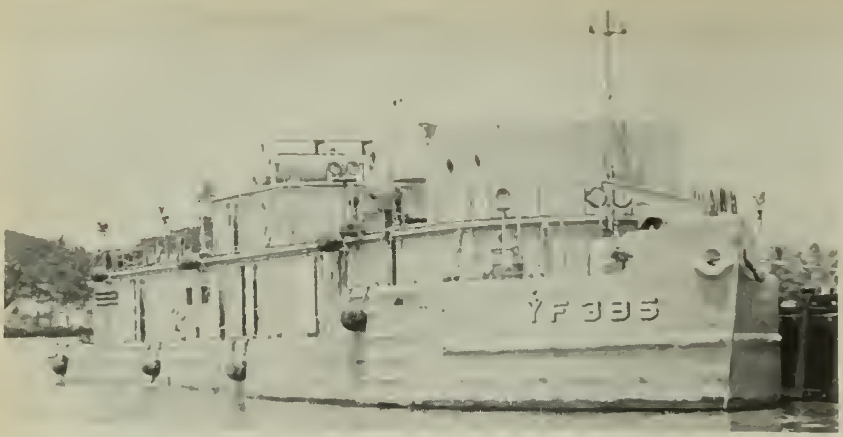
The *Guppies* were invaluable in search operations. Their radar could locate both air and surface objects, and they could guide other aircraft to locations which needed investigation.

When the VAW-33 *Guppies* completed their last mission, they were turned over to Quonset Point Overhaul and Repair with engines still hot.

For VAW-33, the retirement of their *Guppies* meant the beginning of a new kind of work. Nowadays, the squadron is concentrating all its efforts on electronic countermeasures.

There were other versions of *Guppy* aircraft before the EA-1E joined Early Warning Squadron 33. These included some early models of the modified AD *Skyraider*, the AF *Guardian* which was assigned to service in 1950, and the TBM *Avengers* that were modified to this configuration soon after WW II.

END OF THE LINE—Pilots O'Donnell and Duffer end *Guppy's* last mission.



WATER-BORNE REFRIGERATOR—YF 385 moors at Da Nang landing between runs to Chu Lai to supply Navy and Marine bases with frozen foods.

length, and displaces about 4000 tons fully loaded.

The new DE is named after Commodore Dudley W. Knox, USN, World War II naval historian.

For the Amphibious Force—The amphibious transport dock ship *Shreveport* (LPD 12) also was launched at Seattle. *Shreveport* is designed to carry combat troops and their equipment, landing craft, and transport helicopters which may operate from the ship. She is scheduled for commissioning next December.

For the Service Force—The combat stores ship *Concord* (AFS 5) was launched 17 December at San Diego.

Concord is the fifth of her new class of stores ship. Within her 79-foot beam and 581-foot hull, she has a full-load displacement of more than 16,000 tons, consisting of a variety of on-the-line replenishment items.

The new stores ship has four 3-inch, 50-caliber twin gun mounts and will carry a 400-man crew.

More New Construction

The guided missile frigate USS *Biddle* (DLG 34) has been commissioned at Boston Naval Shipyard.

She is the fourth ship to be named in honor of Captain Nicholas Biddle, a hero in the Continental Navy during the Revolutionary War. The third *Biddle*, a guided missile destroyer, was designated the mixed-manned demonstration ship for the Nato Multilateral Force concept. Her name was later changed to *Claude V. Ricketts*.

Biddle is a 7900-ton frigate with a length of 547 feet and a beam of 54 feet. Her armament consists of a dual *Terrier-Asroc* missile launcher, 3-inch/50 caliber and 5-inch/54 caliber guns, torpedo tubes and the Drone Antisubmarine Helicopter *Dash*.

Biddle's keel was laid on 9 Dec 1963, she was launched in Jul 1965.

Corsair II Meets Fleet

The sleek A7A-*Corsair II* was a newcomer to the flight deck of USS *America* (CVA 66) as she cruised off the Virginia capes. The new attack aircraft had joined the Navy on an experimental basis and was undergoing its qualifications as a carrier-based aircraft. The test pilot's verdict was simple—no difficulty was expected and none was encountered.

The 17,000 pound jet can cut the air at more than 600 miles per hour. When it is delivered for squadron use, the A7A-*Corsair II* will supplement, and eventually replace, the A-4 *Skyhawk* attack aircraft, which are now serving in Vietnam.

The new plane will increase the striking power of fast attack carriers.

Father-Son Reunion

Generally speaking, a jet pilot would be less than eager to act as copilot in a slow-flying, prop-driven S2 *Tracker* on a routine surveillance flight.

Lieutenant (jg) Clarence K. Miles didn't mind, though. The pilot was his father, and he hadn't seen him in two years.

The reunion flight took place recently at Point Mugu, Calif., when Commander Warren H. Miles and his son flew their first operational flight together over the Pacific Missile Range.

Commander Miles is range aircraft officer at Point Mugu, and his son is currently assigned to the Advanced Training Command at Kingsville, Texas.

Commander Miles was on hand at the flight line to greet his son, who flew to Point Mugu on his cross-country instrument training flight, in an F9 *Cougar* jet.

Although LTJG Miles is following in his dad's footsteps as a Navy pilot, the resemblance between their careers stops there.

The commander joined the Navy in 1939 and spent his first six years as an enlisted man.

The older Miles spent his first three years in the Navy as a machinist's mate, then became an aviation pilot (AP), making chief petty officer before getting his commission in 1945.

He has flown 36 different types of aircraft, and has accumulated more than 10,000 pilot hours, and another 2000 hours in a crew status.

LTJG Miles is an Academy man, class of 1965. He gained admission to the Naval Academy through the Presidential Appointment program.

During his days in several training squadrons, young Miles has flown both prop and jet aircraft. He prefers the latter. Still.

Swift Boat Duty

When it was designed, the *Swift* was intended for such routine assignments as the resupply of oil rigs in the Gulf of Mexico. The market demand changed not only its job, but its area of operation.

Several divisions of *Swift* boats patrol about a thousand miles of Vietnamese coastline. One of these divisions is the 105th.

The work done by the men of 105 is more or less typical of other *Swift* boat divisions engaged in Operation Market Time.

Division 105 sailors are on duty from 24 to 30 hours each patrol. After that comes a day of standby duty, then a day of rest. The maintenance crews are busy, too. They frequently work 12 hours a day and their day of rest comes only when there is nothing left to be done.

The work of *Swift* Division 105 is varied. It may be called upon to fire mortar rounds or bullets over the beach to destroy VC positions or to support friendly troops.

Sometimes, it helps fishermen in distress.

The *Swifts* of 105 division have also had their share of mercy missions. They have frequently helped sick and wounded civilians and assisted Vietnamese junk crews in trouble. On one occasion, for example, a division *Swift* rescued 156 Vietnamese refugees from an overloaded junk which was foundering in a storm.

The principal job of the *Swifts*, however, is to search the countless junks which swarm along the coast.

Most of the junks searched are what they seem to be—fishing boats or carriers of innocuous cargo which may be anything from rubber tires to pungent *nuoc mam* (a sauce made of fermented fish).

The identification card of each person aboard is examined when a junk is stopped. If there are irregularities in ID cards or cargo manifests, the person or boat is taken into custody.

Contraband salt is an item the men of Division 105 look for. A *Swift* boat sailor expects that a junketeer carrying contraband salt is up to no good. Either he is a profiteer or he is supplying the Viet Cong, for common salt is a commodity which means little to those who have it but everything to those who don't.

TEN SCORE—LT Al Hyde gets handshake from plane captain after his 200th combat mission over Vietnam.

Although Division 105 is a comparative newcomer to the Vietnam scene—it became operational last May—it has had a fair share of the action. It has, for example, destroyed more than 30 Viet Cong junks and engaged in more than 20 firefights with the enemy.

Over 150 tons of contraband salt and considerable amounts of other contraband items have been confiscated, and hundreds of Viet Cong suspects have been intercepted.

Life for *Swift* boat crewmen ashore could hardly be considered cozy and homelike. The 105 camp is no exception. Located on a harbor at the foot of some mountains, it is a good base for operations, but there is always the chance that the VC will attack from the high ground.

Showers for the men come from oil drums and the water is salty. A little village has sprung up nearby and a big night on the town for the sailors means going to the village to sample the local french fries and squid a la Vietnamese.

Every night there are movies at the camp's theater, which consists of a screen, wooden plank benches and a canopy covering the projector. In their spare time, the men of *Swift* Boat Division 105 clean their weapons and talk about home.

—William B. Rozier, JO2, USN

Sacramento Moves a Lot

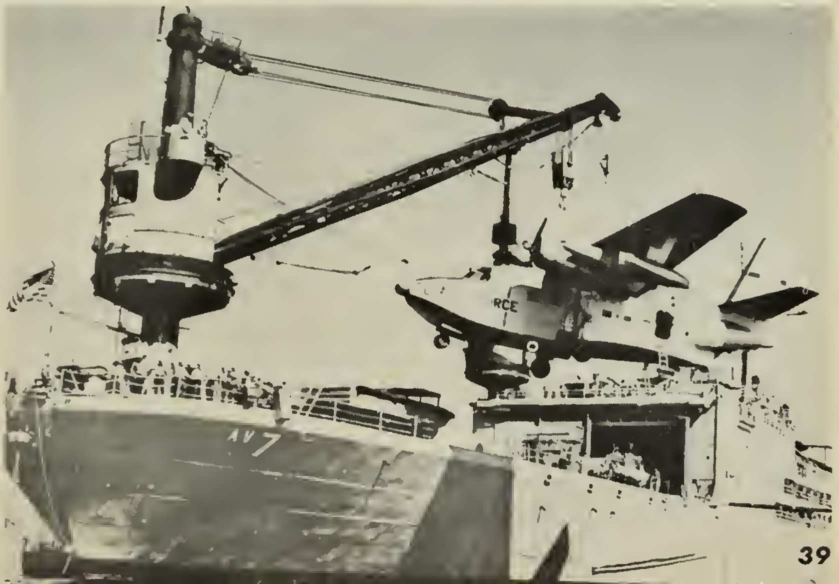
During her recent deployment in the Western Pacific, the one-stop replenishment ship USS *Sacramento* (AOE 1) delivered the goods at a record pace.

During her nine-month sojourn, *Sacramento* replenished 812 ships, delivering 74 million gallons of fuel, 3000 tons of provisions, over 14,000 tons of ammunition, and over 1000 tons of other materials. Over 5000 tons of this were delivered by her helicopters, employing the vertical replenishment at sea technique.

Sacramento's high speed and rapid cargo transfer rate enable her to operate in formation with fast carrier task forces, replenishing rapidly, thereby reducing time alongside the combatant ships.

Equipped with the latest in cargo handling equipment, she also has two UH-46A copters, which can transfer over 100 tons of cargo per hour.

ON SAME TEAM—USS *Curritcuk* (AV 17) takes amphibian aboard for repairs.



WHITE TOP—USS *Iwo Jima* (LPH 2) has been trying out a white flight deck. So far it has been a success.

White Deck for *Iwo Jima*

The amphibious assault ship USS *Iwo Jima* (LPH 2) emerged from a recent inport maintenance period as the only U. S. Navy aircraft carrier with a white flight deck.

Normally, an LPH flight deck is a dark gray color with the helo landing spots outlined in white. *Iwo Jima* obtained permission to reverse her coloration on an experimental basis.

There were two major questions under study. First, would the light color help maintain cooler temperatures in the electronic, office and living spaces located below the flight deck; and second, would the reversed colors facilitate flight operations, especially at night or during bad weather?

Since *Iwo Jima* has been back at sea, all indications are that the new surface really does reduce the temperature below decks. The new coloration has received extensive testing, including a week of amphibious exercises and almost daily flight operations under conditions varying from cloudless sunlight to full dark with rain.

Pilots like the change. They have found that visibility is greatly improved; landing spots stand out clearly and distinctly; and it's much easier to orient to the ship at night.

There was earlier concern that the light color might cause too much glare for the pilots and the crews working on the flight deck. However, in practice this has not been a significant problem. The roughness of the nonskid surface breaks up the reflection and provides even illumination.

While it is still too early to make any final evaluations, *Iwo Jima* is confident that the experiment will be a success.

Alloy Tested

A new vanadium base alloy has been developed which will be used experimentally for wing tip extensions on the X15A-2 high altitude research plane. These wing tips will be exposed to temperatures on the order of 2400° F during flight missions.

Developed by the Naval Air Systems Command under its Materials Research Program, the new alloy is 20 per cent lighter than steel, is relatively easy to work with, and has high strength over a wide temperature range.

Because vanadium base alloys require a protective coating for use above 1300° F, aluminum-silicon coatings have been developed.

Use of the vanadium alloy on the X15A-2 provides an opportunity to obtain data on the effects of load and temperatures over a wide range of operating conditions, and also permits evaluation of structural details. The X15A-2 will have a flight capability of an altitude of 100,000 feet.

Development of the vanadium base alloy has reached the pilot plant stage of production.

FAMILIAR RING—Smoke ring forms behind projectile shot from destroyer.

Supply Ship *Pollux*

Wherever the Seventh Fleet goes, units of the Pacific Service Force are not far behind.

These ammo-, oil- and stores-carrying ships make up the Navy's support echelon which "delivers the goods" at sea to the fighting ships on the line off Vietnam.

Representative of these service force ships is USS *Pollux* (AKS 4).

As a general stores issue ship, *Pollux* might be compared to a floating naval supply depot. She is not one of the new supply ships—AFS or AOE—which have greatly increased capacity, but she is typical of many Service Force ships that are performing a topnotch job now, and have been doing so over the years.

The story of the latest additions to the Fleet's supply service, the combat store ship (AFS) and the fast combat support ship (AOE), will be told in future issues. Here's a report on the latest activities of the veteran *Pollux*.

Her storage spaces measure 350,000 cubic feet, enough area to carry 31,000 individual stock items. Three of the ship's five cargo holds are three-level spaces; two are four-level. Altogether, they house a five-million dollar inventory that ranges in size from an engineering forced-draft blower as large as an automobile, to resistors as small as a match head.

Transfer of supplies from *Pollux* to a customer ship usually is made in a matter of minutes. However, each transfer is a time-consuming job for her supply department whose members make up one-third of the ship's crew.

About 72 hours before she makes rendezvous with her customer ship, *Pollux* receives a requisition message listing customer needs by stock number, quantity and other pertinent accounting data.

This information is punched on computer cards which are then fed into a series of data processing machines. The end result tells the storekeepers where each requested item can be found in the ship's vast storage spaces.

Once the items are located, they are assembled and the cargo handling crews take over.

As a rule, there are five 14-man crews working each hold. The crews load the supplies onto nylon slings and nets attached to one or more of the ship's 10 main-deck booms, each with a 10-ton lift capacity.

These cargo booms, six of which are located forward and four aft, enable *Pollux* to replenish two ships simultaneously, one on each side. In fact, she reports that she services about 136 ships both day and night every four to six weeks during her swings through fleet stations.

After each swing, she returns to her home port, Yokosuka, Japan, where she in turn is replenished. *Pollux* claims she could remain on station much longer except that the needs of the Fleet quickly deplete her onboard stock.

Not all of *Pollux's* transfers are limited to ships at sea. In past months, she has anchored in Da Nang Harbor and unloaded supplies onto small landing craft for transfer to the Da Nang Naval Support Activity. In addition, she has made emergency supply runs to bases in the Philippines and Taiwan.

About two years ago, after *Pollux* joined the Fleet's rear echelon mainstay force, her crew claimed to have established a transfer record believed still unequaled. She replenished 29 ships in 24 hours.

Enterprise Open

The first Enterprise Open Golf Tournament has been won by James D. Tate, Electronics Technician 2nd Class, and Lieutenant Commander Jack W. Davis.

Eighty-four golfers from the carrier and Air Wing Nine participated in the event, held at Subic Bay's Binictican Valley course during the ship's recent visit.

Petty Officer Tate carded an 84 to win the Scratch title. Second place went to Lieutenant (jg) Ed Leonard.

LCDR Davis, playing under Calloway Handicap rules, scored a net 72 for a half-point win over Senior Chief Machinist's Mate Herbert Cantrell.

Other winners were:

- Lieutenant Commander Kerry Coe, whose 285-yard drive on the fifth hole was the longest tee shot of the day.

READY TO GO—*Skyraider* sits on catapult aboard *USS Intrepid* (CVS 11), ready for mission in Vietnam.

- Ensign Terry Gukiesen, who came closest to sinking a tee shot when his drive stopped six feet, two inches from the cup.
- Lieutenant James R. Gloudemans, who carefully fashioned a 149 on the par 70 course for last place honors.

Bobsled Champs

Two Navymen have won the North American two-man bobsled championship at Lake Placid, N. Y.

Pilot Paul Lamey, LT, USNR, and brakeman Bob Huscher, ADR2, clocked a total time of 4:50.19 for four heats on the mile-long Mt Van Hoevenberg ice run to win the title.

Both have been riding the Navy sleds for three years.

ALL ASHORE—Tank landing ship *Suffolk County* offloads tanks and other vehicles during LantFlex 66 in Caribbean.

LANDMARK—250-year-old Boston Light Station, now operated by Coast Guard, is country's oldest. Three Guardsmen tend 2,000,000-candlepower light in harbor.

A COMPARATIVELY NEW cream has become an increasingly important first step in burn treatment in a three-phase treatment inaugurated by Army doctors.

The ointment was developed and tested by the Surgical Research Unit at Brooke Army Medical Center, Fort Sam Houston, Texas. Army medical authorities have credited it with saving the lives of many seriously burned patients.

The cream has a buttery consistency and contains sulfamylon in a water soluble base. It is applied to a cleansed burn wound by hand with the hand encased in a sterile glove. No dressing is necessary.

The second and third phases of the program include skin grafting and patient rehabilitation.

Before any of these steps are taken, however, the depth and extent of the patient's burn are determined and his general physical condition is ascertained. The patient is also examined for other possible injuries.

A history is obtained in which the circumstances of the injury are recorded, and therapeutic and resuscitative measures are taken. The Burn Study Branch of the Surgical Research Unit is able to provide specialized care for the patient and conduct clinical investigative studies on burn problems as well as teach and train others in the special field of burn trauma.

NEW ARMY medium antitank weapon is in development.

The Burn Service is authorized to treat active duty or retired military personnel and their dependents.

Rapid long-distance transportation to Brooke General Hospital is provided by the Military Airlift Command. In urgent situations, a Surgical Research Unit burn team will fly to any location within the continental United States to evaluate and return burned patients to the unit and provide treatment en route.

★ ★ ★

DURING 1966 more than 600 lives were saved by the Air Force's Aerospace Rescue and Recovery Service (ARRS). Two-thirds of the rescues were under combat conditions.

ARRS has earned a reputation for recovering downed airmen, assisting in space operations, directing evacuations and rescuing mountain climbers. It is a component of the Military Airlift Command.

Rescue and recovery pilots fly transports, amphibious aircraft, and helicopters. There are ARRS units at 87 locations in the U. S., Guam, the Panama Canal Zone and in 18 foreign countries.

The rescue and recovery command has long been involved in the space program. In 1966 ARRS took part in every manned space shot from Cape Kennedy.

When *Gemini* Eight made an unscheduled splashdown 450 miles east of Okinawa, a rescue aircraft reached the scene in time to see the capsule hit the water. Just 20 minutes later para-rescuemen had attached a flotation collar.

Several ARRS units and individuals received awards during 1966. The 38th Aerospace Rescue and Recovery Squadron earned the Presidential Unit Citation for extraordinary gallantry in Vietnam, and the Third Aerospace Rescue and Recovery Group received a total of 983 awards of various kinds.

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THE SECOND STEP in a three-part program has been taken by the Army Map Service toward developing the water resources of Southeast Asia. It includes aerial photography, field control and map compilation of portions of the Mekong River basin in Thailand and Laos.

The water resources project is the result of a United States agreement with Laos, Thailand and Vietnam to investigate the development potential of the PaMong—one of three Mekong River main stream projects. The others are the Sambor and Tonle Sap.

The project aims at determining the economic and technical feasibility of constructing the proposed Pa-Mong multi-purpose dam on the Mekong River above Vientiane, Laos.

If the dam is built, it will generate electric power and provide irrigation for large areas of farm land in Thailand and Laos. The dam would also control flooding and make the river navigable.

The current project calls for aerial surveys of several thousand square miles and 455 photogrammetrically-compiled map sheets.

The entire program is being sponsored by the Agency for International Development (AID). The Interior Department's Bureau of Reclamation is administering United States participation in the program.

★ ★ ★

For a one-year-old, MAC has done quite a job. Between 1 Jan 1966 when it began operations and 31 December, MAC (for Military Airlift Command) transported more than two million passengers and carried over 500,000 tons of cargo, most of it bound for Southeast Asia. Traffic to the Pacific area, it developed, exceeded the entire worldwide airlift during 1965 when MAC was known as the Military Air Transport Service.

Several factors contributed to the big increase in the volume of MAC's workload during 1966:

- In January, the entire Third Brigade of the 25th Infantry Division was airlifted from Hawaii to Pleiku for Operation Blue Light.
- More than 9000 tons of Red Ball Express high-priority cargo were flown to Vietnam.
- More than 100,000 patients and medical attendants were airlifted throughout the world.
- During the year, the C-141 *Starlifter* force was more than doubled, thereby increasing MAC's capability for greater service.

The Air National Guard and the Air Force Reserve were an important factor in the job MAC did in its first year. As MAC airlift requirements were increased, Reserve airlift support was also raised, with a fair share of its missions bound for Vietnam.

★ ★ ★

An automatic flight control system which could lengthen the useful life of many large aircraft by eliminating the stresses and strains placed upon it during flight is being studied by the Air Force.

Called LAMS, for Load Alleviation and Mode Stabilization, the program is being conducted for the Air Force Flight Dynamics Laboratory, Wright-Patterson AFB, Ohio.

The flight control system being sought, already proved feasible in early tests, will automatically compensate for structural vibration and will reduce stresses from wind gusts and maneuvering loads, which are all causes of metal fatigue in aircraft.

During evaluation of the flight control system, two analog computers, and more than 164 strain gauges will be installed in a B-52 aircraft to test the new technique in a realistic flight environment.

Flight demonstrations will begin in the fall of this year, and should be completed by the summer of 1968. Approximately 35 flights are scheduled.

Sensors will be installed on structural members of the fuselage, wings, and tail surfaces to sense the energy motion or loading applied to the aircraft and transmit it to the computers. A 15-foot boom on the nose of the B-52 will measure wind gusts that buffet the airplane.

The computers will monitor information from the pilot and data received from the instrumented sensors, then make quick calculations and automatically actuate controls to stiffen structural members of the aircraft. Rate gyros will sense forces being applied to the aircraft, and automatically apply controls in an opposite direction.

Besides increasing structural life of the aircraft, the new system will increase crew efficiency because of the smoother ride, which is essential on high-speed, low-level flights. It also will provide a more stable platform to increase the accuracy of weapons delivery.

NATIONAL GUARD AIRLIFT—Army helicopter is loaded on Missouri Air National Guard plane for Vietnam.

"THUNDER ROAD"—Army tanks move down Highway 13 on clearing mission during operations in Vietnam.

THE WORD

Frank, Authentic Career Information Of Special Interest—Straight from Headquarters

• DISCHARGE EMBLEM—A discharge button or pin, as appropriate, will be issued to each individual who is honorably discharged, whether or not he or she reenlists.

The Chief of Naval Personnel has directed that this lapel device be presented to all Navymen leaving the service.

Ex-Navymen are encouraged to wear the pin as a symbol of their contribution in time and effort to the defense of their country.

• VRB AND COMBAT EXEMPTION—Men who reenlist while within the combat zone in Southeast Asia are not required to pay income tax on their variable reenlistment bonus, even though some payments may occur after leaving the zone.

When the reenlistment for which VRB is payable occurs in a month during any part of which the Navyman served in a combat zone or was hospitalized as a result of wounds, disease or injury incurred while serving in a combat zone, the first and following installments are not subject to federal income tax. Tax will not be withheld, and you will not be required to report the reenlistment cash on your federal return.

If the reenlistment occurs during a month in which you spend no time within the combat zone, the VRB is taxable. The tax must be paid even though a VRB installment is received while you are serving in a combat zone.

• NAVY COLLEGE APTITUDE TEST—Last December, over 19,000 young men throughout the world participated in the 21st administration of the Navy College Aptitude Test (NCAT), which is the first step in the competition for the Regular NROTC Program.

Approximately 9000 of the applicants qualified on the test. These candidates were processed in January and February 1967 to compete further for appointment to Midshipman USNR status.

About 1700 selected candidates will enter one of the 52 colleges and universities in which NROTC units are established during the fall of 1967.

Regular NROTC midshipmen receive the compensations and benefits authorized by law for a period not exceeding four years. During their college training, the Navy pays tuition, costs of textbooks and uniforms, other fees of an instructional nature, and a subsistence allowance of $50 per month. The regular NROTC program is a major source of career Navy and Marine Corps officers.

• OFFICERS ORDERED TO VIETNAM—The Bureau of Naval Personnel is maintaining close liaison with naval commands ashore in Vietnam to ensure the timely relief of officers by individuals with the proper experience and background, and who have received appropriate predeployment training.

To achieve effective liaison, officers with recent Vietnam experience are assigned to the placement desk in the Bureau. Placement officers maintain close personal contact with Vietnam activities by mail and telephone, and by field trips when practical and necessary.

Wherever possible, officers are selected as reliefs for individuals in Vietnam as much as nine months in advance of scheduled reassignment dates. This long lead time provides a greater field of available replacements from which to choose, permits increased selectivity and flexibility in officer assignment procedures, and improves the opportunity for preferential assignments for officers returning from Vietnam.

William M. Spague, RD3, USNR

"What kind of an order was that?"

Officers assigned to duty in Vietnam are the best qualified for the billets for which they are selected. In addition to the selection process, training especially tailored to the Vietnam conflict is given to make the officer an effective member of the operational organization immediately after reporting in Vietnam.

RELEASE FROM ACTIVE DUTY—Reserve officers may no longer be involuntarily retained on active duty unless they have expressly agreed to a definite term of obligated service.

The latter exception covers, for example, Reserve officers who are obligated to serve on active duty for definite terms because of inservice schooling or training they have received.

Reserve officers who had earlier requested release but are involuntarily serving on active duty will be released as soon as possible. In no event will such Reservists be retained involuntarily later than 30 June.

Tico's Advisors

The 3200 enlisted men aboard USS *Ticonderoga* (CVA 14) now have two spokesmen in the persons of Master Chief Quartermaster Ray Dorris and Master Chief Radarman Kenneth Ayers. The two were appointed to the offices of Senior Enlisted Advisor and Assistant Senior Enlisted Advisor.

Between them, Chiefs Dorris and Ayers have 47 years of U. S. Navy experience. They will advise *Ticonderoga's* captain on matters concerning crew morale, habitability, incentives to remain in the Navy, discipline, military courtesy and appearance.

They will also keep crew members informed on policy matters and report to the captain concerning means by which *Ticonderoga's* operating effectiveness may be enhanced.

The appointments aboard *Ticonderoga* can be compared to the nomination of the Senior Enlisted Advisor of the Navy who counsels the chief of Naval Personnel concerning enlisted matters.

THE BULLETIN BOARD

Transient Accommodations for You in Washington & Elsewhere

ENLISTED NAVYMEN who have just arrived in Washington, D.C., are frequently faced with the problem of finding temporary housing until they get squared away. This type of housing is now available to a limited number of Navymen and their families.

As units become vacant in Bellevue Navy Housing, they are rehabilitated and then set aside as a sort of motel for use by incoming enlisted Navy families.

The Bellevue units are by no means luxurious, although they are clean and adequate. They had been set aside from a group scheduled for eventual disposal but, in the meantime, have been transferred to the Navy Ship's Store Office for operation as transient accommodations.

At the present time, about 20 units are available. Within the next three years, 71 units will be reserved for the exclusive use of transients. The number increases as houses are vacated by Navymen who lived there during their stay in Washington.

The houses contain one, two or three bedrooms. Each unit has kitchen facilities.

To check into Bellevue, you must go to the Bellevue Navy Exchange. The hours are 0800 to 1630. Travelers arriving after those hours can call 562-0603. In case you forget the number, it is posted on the Exchange door.

Bellevue housing is located in the southeastern section of the District of Columbia near the Maryland line. It is at the south end of Bolling Air Force base which is a prominent feature on most maps of the area.

Bellevue is accessible from Interstate Route 295, which you should leave when you see the Naval Research Laboratory sign.

Daily rates for the housing units are reasonable and on a rising scale depending on their size. There is a rather flexible limit of 15 days placed upon occupancy. In cases where hardship could be avoided through longer occupancy, permission may be requested from the Naval Station.

Although Washington, D.C., is the latest addition to the list of transient accommodations, it is by no means the only city in which they are available. Here are the others, in the U.S. and overseas:

Guest Houses

- NTC, Bainbridge, Md.
- NAS, Jacksonville, Fla.
- NAAS, Whiting Field, Fla.
- NAS, Grosse Ile, Mich.
- NS, San Juan, Puerto Rico
- NAF, El Centro, Calif.
- NS, Kodiak, Alaska
- NHA, Yokohama, Japan
- NS, Keflavik, Iceland

Hotels/Motels

- NH, Philadelphia, Pa.
- NAS, Lakehurst, N. J.
- NAS, Cecil Field, Fla.
- NAAS, Fallon, Nev.
- FA, Yokosuka, Japan

The U. S. Naval Station furnishes each unit with necessary linens, but does not provide kitchen equipment. The latter is available, however, through the Navy Family Services Center and the Navy Wives who have assembled houseware kits and made them available to incoming personnel in need of pots and pans.

The kits can be obtained by calling Special Services in Building 150 of the Naval Station. The telephone number is OXford 8-2033 or OXford 8-4416. Special Services office hours are from 0800 to 1630 Monday through Friday.

All-Navy Cartoon Contest
Joel B. Little, AC2, USN

"That was real funny. Now let me tell you a sad one!"

The U. S. Naval Station is also located in southeast Washington on Interstate Route 295. If you are looking at a map of the city, find South Capitol Street where it crosses the Anacostia River and you have found the Naval Station.

The only credential you need for transient quarters at Bellevue is your ID card. It is not necessary to check into the Naval Station before receiving temporary quarters.

Reservations for the transient units cannot be made in the usual sense. If a unit is not available, however, when you arrive in Washington, you can have your name put on a waiting list and be notified when a vacancy occurs at Bellevue Naval Housing.

Hotel in Yokosuka Is Renovated 'Ryokan'

In the course of your Navy career you are quite likely, at one time or another, to spend some time in Yokosuka, Japan. If you are not stationed aboard ship at the time, you are also likely to find suitable accommodations scarce.

You might remember the Ryokan.

"Ryokan" is Japanese for inn. The Ryokan is a Navy exchange hotel.

The Ryokan has 50 rooms. A single Navyman may check in for as little as $2.50 per day, and facilities are available for families as large as eight people at a slightly higher price.

The hotel was originally a BOQ. It has recently been renovated and now offers routine hotel services, including laundry pickup and delivery, a children's playroom and a small laundromat.

As a general rule, guests may remain at the hotel as long as 15 days—longer, if vacant rooms are available. Navymen on PCS orders and their families may remain for as long as 60 days, but since such Navymen do not lose their BAQ, they may not collect temporary lodging allowances while they are staying at the Ryokan.

A Briefing on Medical Care for Navy Dependents and Retirees

To provide a convenient interim guide to Navy dependent medical benefits, All Hands has complied the following information for reference until an official handbook on the subject is available.

Since the Navy vocabulary first included the word Medicare, the program it designates has increased by leaps and bounds. It has, in fact, changed so much that it is no longer called the Dependents' Medical Care Program. The official title became the Uniformed Health Benefits Program when the law came into effect on 1 Jan 1967.

The change in title is indicative of the increased benefits offered active duty and former Navymen entitled to retired or retainer pay and to their dependents under the provisions of Public Law 89-614.

As a result of this law, many major changes have taken place in the uniformed services' program of health benefits for dependents and personnel who have retired, and for former Navymen entitled to retired and retainer pay.

Civilian outpatient care, for dependents of active duty personnel, was described in Change No. 3 of SecNav Insts 6320.8C and 8620.9D. This facet of dependent medical care has previously been presented in All Hands. (See Dec 1966, page 46.)

A new program is now in effect incorporating old benefits and adding others which became effective on 1 Jan 1967. These are outlined in joint directives (SecNav Insts. 6320.8C and 8620.9D) which have been distributed to all ships and stations. They should be consulted concerning the details of the program and for information on how to submit claims for medical care.

I. The Uniformed Services Health Benefits Program As It Applies to Dependents of Active Duty Navymen

Major Benefits: Increased health benefits in uniformed services facilities. Increased benefits in civilian inpatient facilities and new outpatient benefits from civilian facilities. A new program of assistance for the mentally retarded and the physically handicapped.

Inpatient and Outpatient Benefits At Uniformed Services Facilities

Who is Eligible: Dependents (wife, dependent husband, child, parent and parent-in-law) of Navymen on active duty for more than 30 days.

Benefits Authorized: The following benefits are authorized subject to the availability of space and facilities and the capabilities of the professional staff: Hospitalization; outpatient care; drugs; treatment of medical and surgical conditions, nervous, mental, and chronic conditions (including emotional disorders) and contagious diseases; physical examinations (including eye examinations); immunizations; maternity and infant care; diagnostic tests and services (including laboratory and X-ray examinations); emergency dental care throughout the world; routine dental care outside the United States and at designated stations in the United States where adequate civilian facilities are not available; dental care throughout the world as a necessary adjunct of medical, surgical or preventive treatment; government ambulance service and home calls when medically necessary; loan of durable equipment such as wheelchairs, iron lungs and hospital beds; artificial limbs and artificial eyes; family planning services.

Benefits Not Authorized (Partial List): Domiciliary or custodial care. Prosthetic devices (other than artificial limbs and eyes); hearing aids; spectacles and orthopedic footwear. If these devices are available from government stocks, they may be sold to dependents at their cost to the government at overseas locations and designated stations in the United States.

Charges: Inpatient: $1.75 a day; Outpatient: No charge.

All-Navy Cartoon Contest
LT Melville C. Murray, SC, USNR

"May I see your identification, Sir?"

Inpatient and Outpatient Benefits Available at Civilian Medical Facilities

Who is Eligible: Wife, dependent husband and child. Navy sponsor must be on active duty for more than 30 days.

Election of Source of Benefits: Outpatient: Dependents may choose to receive care at either civilian or uniformed services medical facilities.

Inpatient: Dependents who don't reside in the area where their sponsor is assigned may choose either a civilian medical facility or uniformed services facility.

Dependents living in the area in which their sponsor is assigned may use a civilian medical facility in an emergency if it is closer than a uniformed services facility. Under other circumstances, however, they must obtain a statement from a uniformed services facility within reasonable distance from them indicating that the required care is not available. This document, logically enough, is called a Nonavailability Statement.

Benefits Authorized: Hospitalization (normally in a semiprivate room). Special arrangements must be made by the patient's sponsor with the government if hospitalization for a chronic condition, nervous or mental disorder lasts beyond 45 days.

Benefits also include outpatient care, drugs and medicines obtainable only by prescription; insulin; services of doctors of medicine, osteopathy, dental surgery and dental medicine. When it is medically necessary, the services of private-duty nurses and specialists in sciences allied to the practice of medicine are authorized. Also authorized are the treatment of medical and surgical conditions; nervous, mental and chronic conditions (including emotional disorders); and contagious diseases. Immunizations and physical examinations are authorized for dependents who are to travel under orders because of their sponsor's duty assignment and for treatment purposes as well.

Maternity and infant care are authorized as are diagnostic tests such as X-ray, laboratory, basal metabolism, electrocardiogram, electroencephalogram and radioisotope examinations. Family planning services are authorized.

Non-government ambulance service and home calls are authorized when medically necessary.

Crutches and orthopedic braces (except orthopedic shoes) are authorized as is dental care (as a necessary adjunct of medical or surgical treatment); artificial limbs and artificial eyes: rental of durable equipment such as wheelchairs, iron lungs and hospital beds.

Services of Christian Science practitioners and C. S. nurses are authorized provided they were listed in the Christian Science Journal when they provided their services. Christian Science sanatoriums, to be eligible, must be listed by the First Church of Christian Science, Boston, Mass.

Benefits Not Authorized: Routine care of the newborn and well-baby care; spectacles (and examinations for them); prosthetic devices (other than artificial limbs and eyes); hearing aids and orthopedic shoes; routine physical examinations and routine immunizations; domiciliary or custodial care.

Patient's Share of the Charges: Inpatient: $25 or $1.75 a day—whichever is greater.

Outpatient: The first $50 of the charges per patient each fiscal year (not more than $100 per family of two or more eligible persons) and 20 percent of the balance of the charges each fiscal year. The fiscal year runs from 1 July to 30 June).

All-Navy Cartoon Contest
William R. Maul, CTC, USN

"Gee, that reminds me . . . it's almost evaluation time again, isn't it?"

Payment by Government: The government pays the balance of the authorized charges after the patient's share has been paid. Information concerning claims for reimbursement may be obtained from any naval installation.

Claims for Reimbursement: An individual should normally pay only his share of the charges. If he pays both his share and the government's share, he can claim reimbursement. All claims for reimbursement must be accompanied by receipted bills or other evidence of payment. To avoid being required to pay a further deductible amount after having surrendered evidence of payment, a certificate should be obtained from the agency making reimbursement which indicates the deductible requirement has been satisfied for the fiscal year. The certificate may then be presented if further care is needed during the fiscal year.

Civilian Benefits for the Mentally Retarded and Physically Handicapped

Who is Eligible: Wife (or dependent husband) and child who is either moderately or severely mentally retarded or who has a serious physical handicap. Navy sponsor must be on active duty for more than 30 days.

Definition: "Moderately or severely mentally retarded" indicates a condition characterized by significantly delayed development of motor, speech and self-care ability resulting from limited intelligence and minimal learning capacity, and inability to learn social and vocational skills without special education and training.

Those who are mildly retarded are excluded.

A "serious physical handicap" is a condition markedly limiting functional capabilities in comparison to one's peers. This could include: any acute or chronic disease (either congenital or acquired) or an injury involving the cardiovascular, respiratory, genito-urinary, endocrine, musculoskeletal, nervous, gastrointestinal, integumentary, hematopoietic or metabolic processes. It could also include seriously impaired oral efficiency or serious dental facial malformations which contribute significantly to any of the above deficiencies. It also includes serious

NOW HERE'S THIS

First-Term Toothaches

Speaking of fringe benefits, would you believe a career Navyman is less likely to have a toothache than his first-term shipmate? If you are statistically minded, you would.

Studies have shown that recruits and first-term enlistees receive the majority of the dental treatment provided by the U.S. Naval Dental Corps.

In fact, most of the Navy's total dental treatment is provided to recruits, who bring dental diseases into the Navy with them.

To provide the minimum essential treatment during recruit training, 15 per cent of the Dental Corps personnel are stationed at recruit training centers, where there is a ratio of one dental officer to every 90 recruits. Even with this generous staffing ratio, only the most urgent 22 per cent of dental treatment is completed during recruit training.

The remaining 78 per cent is postponed until the recruit reaches his next duty station. During the rest of his first enlistment, the average Navyman has his recruit dental rehabilitation completed.

Navymen on their first enlistment receive 60 per cent of all the dental treatment provided by the Dental Corps, leaving 40 per cent for career and retired personnel, and dependents.

impairment of special senses and speech; vision defects or deficiencies which seriously impair functional capability.

Benefits Authorized: Diagnosis; inpatient, outpatient and home treatment; training, rehabilitation and special education; institutional (residential care). This includes transportation of an attendant when required.

Benefits Not Authorized: Treatment for acute medical or surgical conditions of a temporary nature and treatment for nervous or mental disorders which are authorized under the medical benefits are not authorized in this section.

Source of Benefits: Must be a public institution or other public source when it is available and adequate. In no case may institutional (residential) care be provided at private institutions operated for profit.

Patient's Share of Charges Each Month:

E-1 through E-5	$25	0-5	$ 65
E-6	$30	0-6	$ 75
E-7, 0-1	$35	0-7	$100
E-8, 0-2	$40	0-8	$150
E-9, W-1, W-2, 0-3	$45	0-9	$200
W-3, W-4, 0-4	$50	0-10	$250

The patient also pays all amounts over the government's limit of $350 with this exception: If the Navy sponsor has more than one dependent receiving benefits under this section, his share will be based on the patient who incurred the least expense.

Government's Share of Charges Each Month: When one dependent is receiving benefits, the government pays the balance of the authorized charges after the patient has paid his share. There is a limit, however, of $350 placed on the government's payment. When two or more dependents are receiving benefits. The government pays the balance, but there is no limit on its share.

The government makes no payment at all if the patient's share covers all expenses.

II. The Uniformed Services Health Benefits Program As It Applies to Retired Members and Their Dependents, Dependents of Deceased Active-Duty Members and Dependents of Deceased Retired Members

Major Benefits: Increased health benefits in uniformed services facilities. Civilian inpatient and outpatient benefits. Care in Veterans Administration facilities for retired members as service beneficiaries.

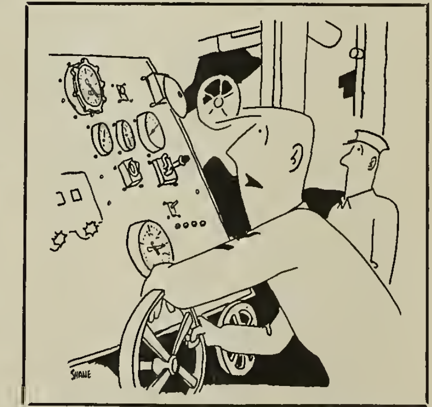
Benefits Available at Uniformed Services Facilities

Who Is Eligible: Retired naval personnel (this now includes all Title III retired Reservists). Dependents (wife, dependent husband, child, parent and parent-in-law) of those who have retired. Dependents (widow, widower, child, parent and parent-in-law) of deceased naval personnel (either active duty or retired).

Benefits Authorized Retired Naval Personnel: The same medical and dental care is authorized for retired Navymen in uniformed services facilities as is provided for active duty personnel. This provision, however, is subject to the availability of space and facilities, the capabilities of the professional staff, and the provisions of Executive Order 10122, 14 Apr 1950, as amended by Executive Order 10400, 19 Sep 1952. These orders require that persons retired for certain conditions must obtain treatment from the Veterans Administration.

Benefits Authorized Their Dependents: The following benefits for dependents of retired or deceased Navymen are also subject to the availability of space and facilities and the capabilities of the professional staff: Hospitalization; outpatient care; drugs; treatment of medical and surgical conditions, nervous, mental and chronic conditions (includes emotional disorders), contagious diseases; physical examinations (including eye examinations); immunizations; maternity and infant care; diagnostic tests and services (including laboratory and X-ray examinations); emergency dental care worldwide; routine dental care outside the United States and at designated stations in the United States where adequate civilian facilities are unavailable; dental care any place in the world as a necessary adjunct of medical, surgical or preventive treatment; government ambulance service and home calls when medically necessary; loan of durable equipment (such as wheelchairs, iron lungs and hospital beds); artificial limbs and artificial eyes; family planning services.

All-Navy Cartoon Contest
Michael L. Shane, FTG1, USN



" . . . and that thing just below that jabber-do next to the whichyamacallit is a . . . er . . . is a . . . ah . . !"

Benefits Not Available to Their Dependents (partial list): Domiciliary or custodial care. Prosthetic devices (other than artificial limbs and eyes), hearing aids, orthopedic footwear, spectacles.

If these devices are available from government stocks, they may be sold to dependents at cost to the government outside the United States and at designated stations in the United States where adequate civilian facilities are unavailable.

Charges: Retired Navymen and their dependents will be charged as follows for medical care:

	Inpatient	Outpatient
Retired officers	Subsistence rate	No charge
Retired enlisted men	No charge	No charge
Dependents	$1.75 a day	No charge

Civilian Inpatient and Outpatient Benefits

Who Is Eligible: Retired naval personnel (including Title III retired Reservists). Dependents (wife, dependent husband and child) of retired and deceased retired or active duty naval personnel.

Election of Source of Benefits: Those eligible for uniformed services health benefits may choose to receive them from civilian sources or at uniformed services facilities.

Loss of Benefits at Age 65: Those entitled to benefits under the uniformed services program lose their eligibility for civilian health benefits under the program at age 65, when they become entitled to Social Security hospital insurance benefits. Eligibility to receive health benefits at uniformed services facilities, however, continues.

Restriction Against Duplication of Benefits: Payments will not be made under the uniformed services health program for anyone enrolled in any other insurance, medical service or health plan provided by law or through employment if the particular benefit is payable under this program.

Benefits Authorized: Hospitalization, including all necessary services and supplies provided by the hospital. Patients are normally entitled to a semiprivate room.

Hospitalization beyond 45 days for chronic conditions, nervous, mental or emotional disorders will not be considered if care can be provided more effectively or economically elsewhere under the uniformed services program or if there is no reason to believe the patient will significantly benefit from the care. When hospitalization is required beyond 45 days, sponsors must make arrangements with the government in advance.

Outpatient care is authorized. Services of doctors of medicine, osteopathy, dental surgery and dental medicine. These doctors may authorize the services of private-duty nurses and specialists in sciences allied to the practice of medicine. Drugs and medicines obtainable only by prescription and insulin are authorized.

Treatment is Available for: Medical and surgical conditions; nervous, mental and chronic conditions (including emotional disorders); and contagious diseases. Physical examinations may be for diagnostic purposes only and immunizations may be given only as a treatment.

Maternity and infant care is available. Also authorized are: diagnostic tests such as X-ray, laboratory, basal metabolism, electrocardiogram, electroencephalogram and radioisotope examinations; crutches and orthopedic braces (except orthopedic shoes); dental care as a necessary adjunct of medical or surgical treatment; non-government ambulance service and home calls when medically necessary; artificial limbs and artificial eyes; rental of durable equipment such as wheelchairs and iron lungs; family planning services.

The services of Christian Science practitioners and C. S. nurses are authorized provided they are in the "Christian Science Journal" when the services are provided. Christian Science sanatoriums are authorized under the program if they are listed or certified by the First Church of Christian Science, Boston, Mass.

Benefits Not Authorized: Routine care of the newborn; well-baby care; spectacles and examinations for them, prosthetic devices (other than artificial limbs and artificial eyes); hearing aids; orthopedic shoes; routine physical examinations and immunizations; domiciliary or custodial care.

Patient's Share of Charges: Twenty-five percent of the total inpatient charges. Outpatients are charged the first $50 per patient for each fiscal year (not more than $100 per family of two or more eligible persons) and 25 percent of the balance of the charges each fiscal year. The fiscal year begins 1 July and ends 30 June.

Payment by Government: The government pays the balance of authorized charges after the patient's share has been paid.

Claims for Reimbursement: An individual should pay only the charges for which he is responsible. The government's share usually is paid directly to the person or institution providing the medical service.

If, however, the individual pays both his own and the government's share for services he has received, a claim for reimbursement may be made. The reimbursing agency should provide a certificate indicating that the deductible requirement for outpatient care has been satisfied for the fiscal year. This certificate should be shown whenever the individual seeks further outpatient care during the remainder of the fiscal year.

All claims must have receipted bills or other evidence of payment attached. Claims for drugs must be supported by a copy of the prescription.

Other information concerning how and where to make claims for reimbursement may be obtained from any naval installation.

Retired Navymen in Veterans Administration Facilities: Retired Navymen are authorized care at service expense on a space available basis if they apply but do not qualify for VA care. It is no longer necessary to certify their inability to pay. They must, however, present their DD Form 2 (Ret.) (Gray) when they apply for medical treatment.

Litterally Better

Strong, safe and corrosion resistant.

These are the primary features of a new plastic casualty litter being developed for use by the Navy and Marine Corps.

A rigid Stokes-type, the litter is expected to prove as durable as its metal counterpart, plus having the advantage of flotation. This will insure a greater degree of safety for patients, especially those transferred between ships at sea.

Correspondence Courses

Six correspondence courses have been issued for use by enlisted men. They are:

- *Missile Technician 3 & 2,* NavPers 91360-2; supersedes NavPers 91360-1, Confidential, Modified Handling.
- *Equipment Operator 1 & C,* NavPers 91576-2C; supersedes NavPers 91576-2B.
- *Ship's Serviceman 3 & 2,* NavPers 91447-1C; supersedes NavPers 91447-1B.
- *Photographer's Mate 3 & 2,* NavPers 91493-1; supersedes NavPers 91492-C and 91493-A.
- ECC, *Aviation Boatswain's Mate H, 3 and 2,* NavPers 91636-1C, supersedes NavPers 91636-1B. The ABH course contains five assignments.
- ECC, *Aviation Machinist's Mate J, 1 and C,* NavPers 91587-B, supersedes NavPers 91587-A. It contains seven assignments.

A Double Opportunity: Naval Prep School, and Naval Academy

THERE ARE SEVERAL ways a young enlisted man may receive an appointment or commission as a naval officer. One of the best ways is to attend the U. S. Naval Academy. Each year, the Secretary of the Navy may appoint 85 Regular Navy and Marine Corps enlisted men, and 85 enlisted men of the Naval Reserve and Marine Corps Reserve to the Academy.

Although the requirements and procedures for securing appointment are different for Reservists and Regular Navymen, the basic eligibility requirements are the same. To apply, either must:

- Be a male citizen of the United States.
- Have good moral character and be strongly motivated toward a career as a naval officer.
- Be recommended by his commanding officer.
- Be single, and never have been married, and agree to remain unmarried until graduation from the Naval Academy.
- Have a combined GCT-ARI score of at least 118 (no waivers will be granted).
- Meet medical and physical requirements set by the Naval Academy.

The primary difference in procedure for receiving appointment to the Academy is that Regular Navymen must successfully complete the course at the Naval Preparatory School before they will be considered for appointment, while attendance at the Naval Preparatory School is not mandatory for Reserves.

If you fit the description so far, you'll probably be interested in further information about each category.

Regular Navy

Since all Regular Navy enlisted men competing for appointment to the Naval Academy must attend the Naval Preparatory School (NPS), these requirements are for entrance to NPS. The 85 who will go on to the Academy will be chosen from the graduates of NPS.

To apply for Preparatory School, you must be at least 17 years old, and not have passed your 20th birthday as of 1 July of the year in which you will enter NPS. This maximum age limit is set to ensure that NPS graduates entering the Naval Academy have the best chance to complete successfully the academic and military curricula.

You must be a high school graduate, or have completed enough high school courses so that credits earned at the Preparatory School will enable your secondary school record to show the necessary 15 units which the Naval Academy requires for admission. An acceptable unit is defined as a year's work in a college preparatory course with a grade of C or better.

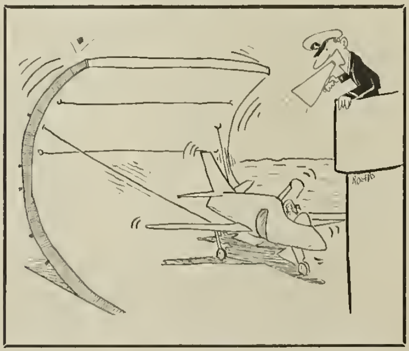
A maximum of four and one-half units may be earned at the Naval Preparatory School: one in English, one in Algebra, one in Plane Geometry, one in Physics, and one-half in Trigonometry. Therefore, you must have at least 10 and one-half units to be eligible for NPS.

Candidates who are selected must have at least 24 months' obligated service as of 1 July of the year they will enter the Preparatory School. To acquire the obligated service required, you may execute extension of enlistment or active duty agreement for periods of less than one year.

To qualify, you also must score acceptably on the Naval Preparatory School entrance examination, and must not have previously attended NPS, or any other service academy prep school.

If you had been enrolled in a college and left on probation with academic failures, or with a poor record, you must include in your letter of application a brief statement explaining the reason for your previous failure, and telling why you can now do college level work.

All-Navy Cartoon Contest
Joseph W. Rogers, SN, USN



"Not so fast on the approach, next time."

The deadline for applying for Naval Preparatory School is 1 May 1967, except that applications of recruits may be submitted up to 15 July.

If you already have a nomination to the Naval Academy from some other source (Presidential, Congressional, sons of Medal of Honor winners, or sons of deceased/disabled veterans), you may still apply for admission to the Preparatory School, with a view toward being better prepared to tackle the Naval Academy curriculum. In this case, you have until 1 Aug 1967 to apply.

You should also keep in mind that you can still apply for Congressional nomination, even if you have already been selected to attend NPS. In this way, you can increase your chances for appointment to the Academy.

If you wish to apply for the Naval Preparatory School, you should be aware of several points.

You should know that final selection for appointment will be made by the Academic Board at the Naval Academy, based on all-round ability at the time of the entrance examinations for which you will be preparing at the Preparatory School. Attendance at NPS does not in itself guarantee qualification for, or admission to, the Academy.

At the Preparatory School, you will have to demonstrate a continuing proficiency in high school and college mathematics, physics, and English. Study hall is mandatory five evenings each week, and extra instruction or assistance is available for students who desire it.

You also will be tested periodically in academic subjects and physical aptitude, and you will be evaluated constantly for military aptitude and degree of dedication for a service career.

Though similar in spirit and common purpose, the Naval Preparatory School differs in many respects from the Naval Academy. For instance, because of the lack of an upper class at NPS, there are not the same pressing tensions as at the Naval Academy. The Prep School should be thought of as a transition to the life of a midshipman.

If you are accepted, and later disenrolled from the Preparatory School, you automatically lose your enlisted nomination to the Naval Academy, and you will be reassigned elsewhere.

While you are at NPS you will, of course, still be a member of the service, receive pay and allowances, and be subject to the UCMJ, as you would be at any other duty station.

While attending the Preparatory School, $37.50 is deducted from your pay each month, to ensure that you have the required $300 entrance deposit when you enter the Academy.

Once you get to the Academy, your pay as a midshipman will be $151.95 per month, but most of this is withheld to pay for books, uniforms, and living expenses. You will receive only a small portion of this money for extra personal expenses and leave. Because of this small allowance, it is impossible for you to provide any financial assistance to any member of your family. As a midshipman, no Q allotments are authorized.

Naval Reserves

In addition to the basic eligibility requirements already mentioned, as a Reserve candidate for admission to the Naval Academy, you must fulfill several other requirements.

You must be at least 17 and less than 22 years of age on 1 July of the year of admission to the Academy, and a high school graduate by 1 July of the year you would enter the Academy.

Also, you must be an enlisted member of the active or inactive Reserve by 1 Jul 1967. The 1 July date is mandatory for all Reservists competing for the Reserve category of nominations, since, by law, a selected candidate from the Reserve quota cannot be sworn in as a midshipman until he has served as an enlisted man for one full year.

Like Regular Navy personnel, you may try for nomination under the Reserve quota, even though you may hold one or more other nominations (Presidential, Congressional, etc). You are likewise encouraged to obtain other nominations, thus increasing your chances for appointment.

If you want to apply, you must submit a request to your commanding officer as early as possible, and no later than 1 Oct 1967.

If and when you are nominated, you will be directed to report to one of many naval medical examining activities for a physical examination. Since the majority of medical disqualifications result from defective visual acuity, do not apply for the program if your visual acuity is beyond 20/40, even though correctable to 20/20.

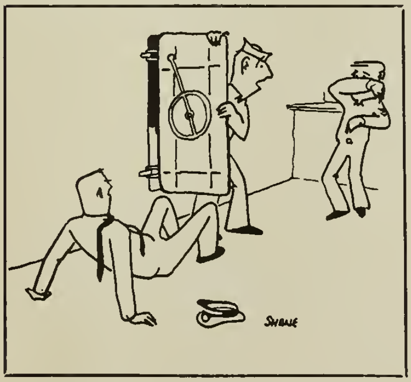
Scholastic qualification, which is determined by the Naval Academy, is based upon:

- School record—You must have an acceptable secondary school certificate with at least 15 units of college preparatory subjects, and grades indicating college capability. Normally, standing in the top 40 per cent in high school is required.

Recommendations of high school authorities who have carefully supervised your undergraduate preparation must also be acceptable.

- Tests—You are required to score acceptably on College Board Tests. It is your personal responsibility to register and pay for College Board Tests and to request that the test results be sent to the Naval Academy. The Academy will accept the highest scores you attain in one or all of the College Board Tests which are given in December, January, and March of each year. Scholastic Aptitude (verbal and mathematics), the English Composition Achievement Test, and the Mathematics Achievement Test (Level I or II) are required. You should take the tests on each of the dates they are given.

All-Navy Cartoon Contest
Michael L. Shane, FTG1, USN



"Can I hide in here 'til liberty call?"

As stated above, Reservists are eligible to apply for entrance to the Naval Preparatory School, and are encouraged to do so. However, if you have proven exceptional scholastic achievements or prior qualifications for the Naval Academy, you normally will not be selected to attend the Preparatory School.

For more information about the Naval Academy, you may want to study the *Naval Academy Catalogue,* and *USNA—A Guide for Counselors and Candidates.* For copies of the above literature, write to the Chief of Naval Personnel (Pers-B66), Navy Department, Washington, D. C. 20370.

For more details on eligibility requirements, see BuPers Notices 1531 of 19 Dec 1966 (Reserve), and 27 Dec 1966 (Regular Navy).

More Air, Less Bite

Standard cot-type mosquito bars usually are effective in keeping the little pests away from sleeping servicemen. However, while repelling mosquitoes, the nets also keep out fresh air and are difficult to hear and see through as well.

The Naval Medical and Field Research Laboratory at Camp Lejeune, N. C., has come up with an improvement. The lab has developed a mosquito net which has only four threads to the inch instead of 21 to 27 threads per inch used on standard nets.

The one-quarter-inch netting is treated with mosquito repellent and keeps biting insects outside the net for several weeks.

The laboratory is now conducting experiments which will determine the best repellent for use on the netting. After this fact has been established, servicemen can be equipped with the one-quarter-inch net which they can soak in repellent after the initial dose wears off.

Everyone Should Read This--We Hope It Won't Tax You Much

IT'S INCOME TAX time again. This month, the federal government and most states expect you to file a tax return in which you declare the amount you earned from military pay and other sources.

Navymen are expected to pay state taxes on their military pay only to the state in which they are domiciled—not necessarily the state in which they are stationed. The Soldiers' and Sailors' Civil Relief Act protects you from dual taxation in this respect by awarding to your domiciliary state alone the right to tax your military pay. You can be taxed as a nonresident by other states, however, on moonlighting wages, rental income and other sources of income subject to reciprocal credits.

Each state has its own laws concerning taxable income. You should find out which apply to you. If you need help, your legal assistance officer can supply it. It is up to you, however, to obtain the necessary state income tax forms and instructions for filing before receiving help.

Some states follow federal law while others have their own provisions for computing taxable income. Since last year, there have been several changes in both state and federal tax laws which you should know about. For example, commissioned officers (0-1 and above) do not have to include on federal returns the first $500 they earn each month in a combat zone. This exclusion formerly amounted to $200. The combat zone exclusion is omitted from wages shown on your Form W-2.

All service pay earned by enlisted men in a combat zone or received while hospitalized as a result of service in a combat zone is exempted from federal taxation.

Several states which have combat zone exclusions in their tax laws have also increased the amounts which officers need not include in income. The states of Hawaii, Idaho, Indiana, Kentucky and West Virginia, however, still retain the earlier $200 per month exclusion for commissioned officers 0-1 and above.

The states of Georgia, Louisiana, Maryland, Massachusetts and Virginia have either changed their existing combat zone exclusions or added new ones. Here is a summary of the laws concerning pay earned in combat zones by servicemen filing income tax returns in these five states:

Georgia: Excludes from taxation the first $2400 earned by commissioned officers and all compensation earned by warrant officers and enlisted men in a Vietnam combat zone at any time during 1966. The exclusion is also valid if the man was hospitalized 90 days or more because of such service or service against an enemy hostile force.

Servicemen outside the continental United States can defer filing tax returns and paying Georgia income taxes until six months after they return to the United States.

Louisiana: Exempts all military compensation earned outside the United States, its territories and possessions until Congress or the President ends the Vietnam Service Medal qualification period. This exclusion became effective 1 Jan 1966.

Nuclear-Powered Task Force in Combat

Nuclear powered ships are now in their second year of combat operations.

On 2 Dec 1965 Navy pilots, flying from the nuclear powered attack carrier USS *Enterprise* (CVAN 65), took part in the action in the Vietnam theater. They recorded over 100 missions against enemy targets on that day.

Prior to launching her historic first mission, *Enterprise,* escorted by the nuclear frigate USS *Bainbridge* (DLGN 25), had completed a 16,000-mile voyage from Norfolk, Va., to the South China Sea, without the need of replenishing, at a record speed of better than 20 knots.

Despite this record-breaking journey, the embarked air group was maintained in such a state of readiness that on the second day of action *Enterprise* set a new record for combat sorties by a single carrier in one day.

The Navy's nuclear forces have added a new dimension in the attributes of resiliency, flexibility, and endurance. This has greatly enhanced Navy capability of response to distant threats and operational emergencies.

Maryland: On 1 Jan 1966, adopted the same combat zone exclusion allowed by the federal government. Servicemen outside the United States can defer filing their returns until three months after they return to the United States.

Massachusetts: Grants an additional $2000 personal exemption to a service taxpayer who served in a combat zone any time during 1966. Servicemen who can show due cause can request a six-month payment extension.

Virginia: Adopted the federal tax exclusion for combat zone duty and made it effective 1 Jan 1965. Servicemen who overpaid taxes on 1965 active service compensation earned in a combat zone can file for a refund.

Last year at this time, it appeared that Nebraska would institute a tax on income to become effective the first of this year. In November 1966, however, the electorate voted down the Nebraska income tax which was to have become effective 1 Jan 1967.

Navymen should remember that some cities and other local governments have been authorized to impose local income taxes in several states. Military personnel are subject to taxation in some of these cases and exempt in others.

For example, military personnel domiciled in New York City and Montgomery County, Md., are taxed on their income. On the other hand, Baltimore, Md., and Kansas City, Mo., exempt military personnel from taxation on their military pay.

To be on the safe side, you should inquire of your home city and county concerning local income tax liability.

For those who need it, JAG Notice 5840 of 12 Jan 1967 contains a handy summary of income tax laws now in effect in each state and possession of the United States. It shows personal exemptions and credits, where to obtain forms and file tax returns, as well as listing exclusions and deferments for United States servicemen.

Fame Awaits Best Navymen In Upcoming Pan-Am Games

If you've ever wanted to win an Olympic medal, now is the time to do something about it. For a start, you can enter competition for a berth on the United States team for the Pan-American Games, generally regarded as an Olympic warm-up.

The Navy is looking for outstanding men and women athletes within its ranks who have the potential to represent the U. S. at the games in Winnipeg, Canada, from 22 July through 5 August.

Sports open to men only are boxing, judo, wrestling, yachting, baseball, weightlifting, field hockey, cycling (road and track), rowing, shooting, soccer and water polo.

Men's and women's teams will be selected for track and field, basketball, gymnastics, canoeing, diving, fencing, swimming, tennis, volleyball and equestrian riding.

All officer and enlisted personnel on active duty for 90 days or more are eligible, provided they can be found physically qualified by a medical officer and are bona fide amateurs under the rules of the governing body of the sport for which application is made.

Local commands are urged to screen personnel for possible candidates. Individuals may also apply on their own.

Applications should be made to the Bureau of Naval Personnel (Pers G) in accordance with Article 2115 of the *Navy Special Services Manual* (NavPers 15869A). The applications will be screened by the Bureau. The names of those selected for pretrial training by the Navy will be forwarded to the U. S. Olympic Committee for further evaluation and possible entry in the trials, to be held in Minneapolis beginning 1 July.

Athletes selected will be allowed to train for the competition if their participation does not seriously jeopardize the Navy mission.

Entries must be filed in time for the screening and selection processes to be completed by the Bureau and the selections filed with the U. S. Pan-American Team headquarters no later than 1 July.

The following information should be included in the applications: name, rank/rate, serial/file number, present duty station and date reported, date of expiration of enlistment or planned release from active duty, home town, age, height, weight, marital status, medical officer's statement of physical qualification, sport for which application is being made, past experience (including date of last competition, best time, height, distance; AAU, NCAA, YMCA experience, etc.) and statement concerning the suitability of readily available training facilities.

Rescued Meet Benefactors

When someone saves your life, it's just natural for you to want to meet your benefactor, and shake his hand.

So it was that Crew Three of Patrol Squadron 18 met the crew of the French tanker *Iphigenia* in Kingston, Jamaica, recently.

Crew Three had spotted the stricken ship while homing in on a routine radar contact about 250 miles north of San Juan, Puerto Rico. *Iphigenia*'s crew had abandoned the ship for their lifeboats, after the stern of the ship exploded.

The pilot flew south to lead the British cargo ship *Jamaica Planter* to the 41 survivors. When he sighted the British vessel, he dropped smoke lights to indicate the direction of the distressed tanker.

The Navy patrol plant orbited the scene until the *Jamaica Planter* arrived, and rescue was assured. At the time of sighting the crewmen had been on rafts for 12 hours.

When the French crewmen later expressed a desire to meet the Navymen who spotted them, Crew Three took time out from a navigational training flight to land for a brief visit with the rescued crew.

There were thanks and handshakes all around.

Citizenship on the Operating Level

Not long ago, the Assistant Vice Chief of Naval Operations received a letter from a Baltimore high school teacher requesting information which would typify the Navy's role in Vietnam.

Many things could have been said on the subject; however, the AVCNO chose several citations for heroism shown by Navymen in action, along with various published reports of the Navy in Vietnam.

This letter, from which excerpts are quoted, was received in reply.

Sir: I wish to take this opportunity to thank you for your letter. I now have a number of the citations you sent me on my classroom bulletin board and have instructed my students to read them carefully.

It isn't difficult for them to see that the American serviceman of 1966 and 1967 is maintaining and carrying on the traditions and devotion to duty that were established in 1776. I want my students to be aware of and proud of the sacrifices our men are making today in Vietnam.

I tell the students in each of my classes that there is only one flag to which they owe allegiance, and I personally feel that there is no greater crime than for someone to turn his back on this great land of ours.

In my 35 years, I have seen Americans set aside their personal dreams and hopes to take up arms against a hostile force three times. I feel that America will always be the great nation it is because there will always be those who are willing to make the sacrifices and take up arms against those who would deprive us of our way of life.

I am proud to say that I served in the United States Armed Forces and feel that my three years in the Army were well spent. It seems to me that everyone should want to serve his country because of all this country has done for us.

As I read the citations of Lieutenant Myerkord and Lieutenant Dickson, I am not ashamed to say that a lump rose in my throat and a great sense of pride swelled in my chest. Americans have once again picked up the gauntlet thrown to them by a hostile and aggressive force and the aggressor has been shown the face of a resolute and determined opponent.

I am only sorry that I can't say to each of those who man the bastions of freedom: Thank you and God bless you.—E. P. Moloney.

Here's Latest List of Ships Earning AFEM for Vietnam Duty

IN RESPONSE to inquiries received in the Bureau of Naval Personnel, ALL HANDS is continuing to publish the most recent list of ships and units, with dates of eligibility, which are eligible for one or more of a number of awards.

This issue contains the names of those eligible for the Armed Forces Expeditionary Medal for services in Vietnam during the periods listed.

The names of those ships and units, with dates of eligibility, which have been awarded the Antarctica Service Medal, the Navy Expeditionary Medal and the Armed Forces Expeditionary Medal for services in areas other than Vietnam will be published in future issues as a handy reference guide to those men who may have since been transferred from ships or units which participated in these activities.

Additional lists will be printed from time to time as further information becomes available.

The names of those ships and units, with dates of eligibility, which have earned the Vietnam Service Medal were published in the March 1967 issue.

Eligibility dates of those ships and units contained in the August 1966 issue of ALL HANDS were not repeated in the March issue, nor are they here. This is a supplement to that list.

The implementing Instruction, SecNav Inst 1650.1C, Change 3, dated 9 Nov 1966, also includes the names of ships and units eligible for the Navy Unit Commendation during the period from World War II to Vietnam. This NUC list will not be printed, nor will the Marine Corps Expeditionary Medal list.

The awards planned for future issues of ALL HANDS will include:

- Armed Forces Expeditionary Medal—For the operations in Berlin, Taiwan, Cuba, the Dominican Republic, Laos, Lebanon, Congo and Quemoy-Matsu.
- Navy Expeditionary Medal—For Cuban operations between 3 Jan 1961 and 23 Oct 1962.
- Antarctic Service Medal—For participation in expeditions below 60° South Latitude after 1 Jan 1946. U. S. Coast Guard and USNS ships, to be found in the SecNav Instruction, will not be included.

To qualify for the awards, you must have actually participated in the action or service for which the respective medal was awarded. Members of rear echelons, transient observers, and personnel assigned for short periods of TAD are normally not eligible for the awards unless they were in combat.

The Armed Forces Expeditionary Medal for services in Vietnam is being awarded to all members of the Armed Forces serving at any time in Vietnam, its waters, or its air space, between 1 Jul 1958 and 4 Jul 1965. (The Vietnam Service Medal is being awarded for services in Vietnam after 4 Jul 1965). For other eligibility requirements, see page 59 of the August 1966 issue of ALL HANDS.

Additional listings will be published in SecNav Notices as soon as possible.

Partial lists of ships and units eligible for the AFEM for operations in Vietnam, Berlin, Congo, Taiwan, Quemoy, Laos, Lebanon and Cuba were published in the July 1964, October 1965 and August 1966 issues of ALL HANDS.

NOTE: This report includes only those ships and units to be found in the latest addition to SecNav Inst 1650.1C (Change No. 3) of 9 Nov 1966. If your ship or unit is not included, check the above-mentioned issues of ALL HANDS, or the SecNav Notices of 2 March, 3 March, 23 March, 8 April and 10 May 1966. Also check other listings in the SecNav Instructions or Notices of the 1650 series.

Armed Forces Expeditionary Medal

Vietnam

Abnaki (ATF 96)
5-31 Mar 1965; 12 April-1 May 1965

Agerholm (DD 826)
4-7 Nov 1964; 5-31 Dec 1964; 7-15 Jan 1965

Alamo (LSD 33)
13-27 Jan 1963; 5 August-29 Sep 1964; 8-14 Oct 1964; 28 October-9 Nov 1964; 19-20 Nov 1964

Albatross (MSC 289)
18 July-1 Aug 1964; 28 April-31 May 1965; 11-14 Jun 1965

Aludra (AF 55)
4 March-4 Apr 1965

Alvin C. Cockrell (DE 366)
25 March-1 Apr 1962; 23 April-8 May 1962

Ashtabula (AO 51)
30 August-5 Sep 1963; 11-12 Sep 1963; 5-8 Jun 1964; 30 June-1 Jul 1964; 11-12 Jul 1964; 27 July-3 Aug 1964

Bashaw (AGSS 241)
17 June-14 Jul 1964; 20 July-8 Aug 1964

Bauer (DE 1025)
2-4 May 1963

Baussell (DD 845)
2-30 Sep 1964; 13 November-22 Dec 1964

Bayfield (APA 33)
30 May-12 Jun 1965

Bellatrix (AF 62)
30 May-1 Jun 1964; 7-9 Jun 1964; 21-24 Jun 1964; 15-17 Jul 1964; 20-24 Dec 1964; 3-10 Jan 1965; 1 February-6 Mar 1965

Belle Grove (LSD 2)
30 May-1 Jun 1965; 6-12 Jun 1965; 25 June-3 Jul 1965

Bennington (CVS 20)
16-19 Dec 1960; 21-22 Dec 1960; 3-7 Jan 1961; 14-18 May 1962; 17-26 May 1965

Berkeley (DDG 15)
2-5 Aug 1964

Bexar (APA 237)
27 Dec 1964-30 Jan 1965; 7-13 Mar 1965

Black (DD 666)
14-16 Jul 1958; 25 May-9 Jun 1964; 3 Jul 1965

Blackfin (SS 322)
25 March-24 Apr 1965; 16-18 May 1965; 3-30 Jun 1965

Blue (DD 744)
10-28 Jun 1964; 12-18 May 1964

Blueback (SS 581)
2-24 May 1965

Bluegill (SSK 242)
30 Mar-7 Apr 1962; 1 Feb-25 Mar 1965; 31 May-21 Jun 1965

Bon Homme Richard (CVA 31)
22-27 May 1961; 5-13 Mar 1964; 12-14 May 1964; 5-10 Jun 1964; 13-17 Jun 1964; 24-27 Sep 1964; 31 August-6 Nov 1964; 14-21 Nov 1964; 23 Nov 1964; 27 Nov 1964; 29-30 Nov 1964; 1-4 Dec 1964; 7 Dec 1964; 9-16 Dec 1964; 26 May-3 Jul 1965

Boyd (DD 544)
10 May-6 Jun 1965; 26 June-3 Jul 1965

Braine (DD 630)
16-23 Dec 1960; 2-8 Jan 1961; 25 March-2 Apr 1961; 5-14 Mar 1964; 30 June-3 Jul 1965

Brannon (DE 446)
25 March-9 Apr 1962; 5-18 May 1962

Bridget (DE 1024)
5-23 Aug 1964; 1-15 Sep 1964; 1-14 Oct 1964; 5-10 Nov 1964; 22-24 Nov 1964

Brister (DER 327)
20 April-18 May 1965; 6 June-3 Jul 1965

Cabildo (LSD 16)
8-11 Jun 1965

Cacapon (AO 52)
17 March-7 Jun 1965

Caliente (AO 53)
16 Mar 1962; 16 Apr 1962; 18 May 1962; 3 Jul 1965

Calvert (APA 32)
25-26 Apr 1961

Capitaine (AGSS 336)
19 March-16 Apr 1963; 5-23 Mar 1964

Carpenter (DDE 825)
15-23 Dec 1960; 3-6 Jan 1961; 2-5 Apr 1961

Castor (AKS 1)
7-10 Apr 1961; 3-4 Sep 1963; 8-10 Jul 1964; 5-10 Nov 1964; 19-21 Nov 1964; 4-5 Dec 1964; 17-21 Jan 1965; 11-14 Feb 1965; 24-28 Mar 1965; 14-30 Apr 1965; 9-23 Jun 1965

Catfish (SS 339)
16-17 May 1962

Charr (SS 328)
27 February-2 Apr 1965; 17-29 May 1965

Chipola (AO 30)
14 September-14 Oct 1964; 7-8 Nov 1964; 23 Nov-2 Dec 1964; 17-21 Dec 1964; 15-18 Jan 1965

Cimarron (AO 22)
3 May-3 Jul 1965

Cochrane (DDG 21)
22 March-20 Apr 1965; 1 May-3 Jun 1965

Cogswell (DD 651)
16-22 Dec 1960; 2-7 Jan 1961; 25 March-3 Apr 1961; 16-18 May 1962; 28 June-3 Jul 1965

Columbus (CG 12)
19-25 Jul 1964; 4 August-3 Sep 1964; 16-28 Nov 1964; 13-29 Mar 1965; 8-24 Jun 1965

Comstock (LSD 19)
9-12 Sep 1963; 4 Jan 1965; 17 January-20 Feb 1965; 7-9 Mar 1965; 16-18 Mar 1965; 21-25 Mar 1965; 6-21 Apr 1965; 3-8 May 1965; 23-30 May 1965

Conflict (MSO 426)
21-28 Apr 1962; 12-25 May 1962; 18 June-5 Jul 1962

Conquest (MSO 488)
20 Dec 1961-16 Jan 1962; 29 January-17 Feb 1962

Constant (MSO 427)
10-23 Feb 1965; 5 March-4 Apr 1965

Constellation (CVA 64)
29 October-23 Nov 1964

Cook (APD 130)
25 January-11 Feb 1960; 6-28 Jan 1962; 4-12 Sep 1963; 27 Dec 1964-11 Feb 1965; 20-27 Feb 1965; 12-29 Mar 1965; 7-27 Apr 1965; 4-21 May 1965

Coontz (DLG 9)
4-7 Sep 1964; 29 Dec 1964-15 Jan 1965

Coral Sea (CVA 43)
29 April-9 May 1961; 12-19 Jan 1962; 24-27 Jan 1962; 2 February-4 Mar 1965; 16 March-16 Apr 1965; 2-27 May 1965; 23 June-3 Jul 1965

Cowell (DD 547)
1-15 Sep 1964; 19 September-8 Oct 1964

Currituck (AV 7)
29 May-3 Jul 1965

Cusk (SS 348)
3-16 Oct 1964

Diachenko (APD 123)
26-30 Jun 1965

Duncan (DDR 874)
1-11 Nov 1963; 21 April-2 May 1964; 20-25 May 1964

Dynamic (MSO 432)
21 February-7 Mar 1962; 26 April-14 May 1962; 23 May-14 Jun 1962; 23 June-5 Jul 1962

Edmonds (DE 406)
1-12 Apr 1962

Embattle (MSO 434)
30 March-18 Apr 1965; 4 May-1 Jun 1965; 24 June-3 Jul 1965

Endurance (MSO 435)
17-28 Apr 1962; 10 May-1 Jun 1962; 12 June-5 Jul 1962

Energy (MSO 436)
10-22 Feb 1965

Engage (MSO 433)
4 July-1 Aug 1962

England (DLG 22)
31 January-2 Mar 1965; 12-21 Mar 1965

Enhance (MSO 437)
31 May-3 Jul 1965

Epping Forest (MSC 7)
11-23 Jan 1962; 25 March-4 May 1965; 24 June-3 Jul 1965

Ernest G. Small (DDR 838)
28-30 Jun 1964; 1-7 Jul 1964; 13-23 Jul 1964; 31 July-10 Aug 1964; 19-24 Aug 1964; 2-17 Sep 1964; 1-9 Oct 1964; 8-21 Nov 1964

Esteem (MSO 483)
20 Dec 1961-16 Feb 1962

Estes (AGC 12)
30 June-3 Jul 1965

Falgout (DER 324)
25 April-20 May 1965; 6 June-1 Jul 1965

Fechteler (DD 870)
16-17 Oct 1961; 12 June-13 Jul 1964; 2 August-4 Sep 1964

Firm (MSO 444)
18-29 Apr 1965; 12 May-12 Jun 1965; 3 Jul 1965

Floyd B. Parks (DD 884)
24 June-3 Jul 1965

Forster (DER 334)
14 April-6 May 1965; 19 May-10 Jun 1965; 22 June-3 Jul 1965

Force (MSO 445)
1 April-2 May 1965; 13 May-5 Jun 1965; 22 June-3 Jul 1965

Fortify (MSO 446)
4-15 Jul 1962; 20 July-1 Aug 1962

Frank Knox (DDR 742)
30 June-3 Jul 1965

Gallant (MSO 489)
20 Dec 1961-7 Feb 1962

Galveston (CLG 3)
25 June-3 Jul 1965

Genesee (AOG 8)
22 May-13 Jun 1965; 25 June-3 Jul 1965

George Clymer (APA 27)
10-29 Jan 1963; 1-30 Sep 1964

George K. MacKenzie (DD 836)
10 August-4 Sep 1964; 12-21 Sep 1964; 27 October-18 Nov 1964; 22 Nov 1964; 5-8 Dec 1964

Graffias (AF 29)
1 February-10 Apr 1965

Greenfish (SS 352)
17 May-30 Jun 1965

Gregory (DD 802)
28 February-6 Mar 1962

Gridley (DLG 21)
2 August-6 Sep 1964; 13-28 Sep 1964

Guadalupe (AO 32)
6-15 Dec 1964; 28 Dec 1964-2 Jan 1965; 16-19 Jan 1965; 28 January-6 Feb 1965; 11-17 Feb 1965; 22 Feb 1965; 12-21 Mar 1965; 4-27 Apr 1965; 14-15 May 1965

Guide (MSO 447)
1-30 Jun 1965

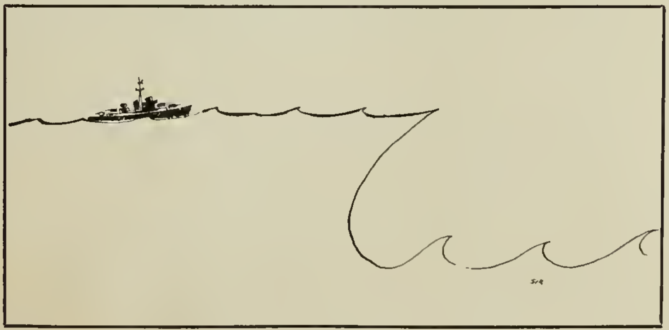
Gunston Hall (LSD 5)
16-18 Feb 1965; 6-16 Apr 1965; 1 Mar 1965; 4-8 May 1965; 19-20 May 1965

Hamner (DD 718)
17-28 Feb 1965; 24-29 Apr 1965; 7-9 May 1965

Hancock (CVA 19)
10-14 Mar 1962; 16-20 May 1962; 28 August-6 Sep 1963; 3-10 Nov 1963; 7 Dec 1964-4 May 1965

Hanson (DD 832)
27 May-2 Jul 1965

LCDR Jack E. Six, USN



Hassayampa (AO 145)
5-23 May 1965; 26 May-5 Jun 1965; 17-30 Jun 1965

Henderson (DD 785)
30 September-9 Oct 1964; 21-28 Nov 1964

Henrico (APA 45)
29 January-12 Mar 1965; 12-19 Apr 1965; 2-13 May 1965; 19-23 May 1965

Higbee (DDR 806)
21 February-9 Mar 1962; 7-31 Aug 1964; 6-31 Oct 1964; 3-6 Nov 1964; 21-23 Nov 1964; 28 November-9 Dec 1964

Hoel (DDG 13)
10 April-10 May 1965; 5-19 Jun 1965

Hooper (DE 1026)
2-4 May 1963; 5-6 Oct 1964

Hopewell (DD 681)
29 August-9 Sep 1964; 23-26 Sep 1964; 6-15 Oct 1964

Hull (DD 945)
5-29 Jun 1965; 3 Jul 1965

Illusive (MSO 448)
5-31 Jan 1962

Impervious (MSO 449)
12 July-1 Aug 1962

Implicit (MSO 455)
21 February-7 Mar 1962; 26 April-12 May 1962; 8-27 Jun 1962

Independence (CVA 62)
29 June-3 Jul 1965

Ingersoll (DD 652)
24 February-9 Mar 1964

Iwo Jima (LPH 2)
1-11 Nov 1965; 30 April-3 May 1965; 7 May-12 Jun 1965; 30 June-3 Jul 1965

John R. Craig (DD 885)
10 April-10 May 1965; 20 May-2 Jul 1965

Joseph Strauss (DDG 16)
6-30 Aug 1964; 6-28 Oct 1964; 22 November-3 Dec 1964

Kawishiwi (AO 146)
29 Dec 1964-11 Jan 1965

King (DLG 10)
17 June-3 Jul 1965

Laws (DD 558)
14-15 Apr 1962

Leader (MSO 490)
25 May-17 Jun 1965; 25 June-3 Jul 1965

Lenawee (APA 195)
9 Dec 1964-9 Jan 1965; 10-11 Apr 1965; 15-19 Apr 1965; 7-12 May 1965; 24-30 May 1965

Lexington (CVA 16)
15-23 Dec 1960; 1-8 Jan 1961; 28 February-6 Mar 1962

Lipan (ATF 85)
12 March-13 Jun 1965

Lynde McCormick (DDG 8)
4 August-3 Sep 1964; 9-14 Sep 1964; 26 Sep-6 Oct 1964; 27 October-5 Nov 1964; 23-31 Dec 1964

Magoffin (APA 199)
26 July-28 Aug 1958

Mahan (DLG 11)
23-28 Oct 1962; 7-13 Sep 1963; 3-9 Nov 1963

Mahopac (ATA 196)
30 June-2 Jul 1965

Manatee (AO 58)
27-30 Sep 1961; 15-16 Oct 1961

Mars (AFS 1)
25 April-10 Jun 1965; 2-3 Jul 1965

Marsh (DE 699)
25 March-1 Apr 1962; 22 April-6 May 1962

Mathews (AKA 96)
30 May-5 Jun 1965; 16-17 Jun 1965

Mattaponi (AO 41)
10-15 Feb 1965; 20-24 Feb 1965; 13-21 Mar 1965; 31 March-2 Apr 1965; 8-17 Apr 1965; 29 April-13 May 1965

Mauna Kea (AE 22)
15-16 Apr 1962; 2-4 May 1962; 21 April-2 May 1963; 15-16 Jun 1963; 3-6 Nov 1964

Maury (AGS 16)
15-30 Apr 1960; 23 November-23 Dec 1960; 7 January-10 Feb 1961; 20 February-7 May 1961; 27 Oct 1961-7 Feb 1962; 28 February-5 May 1962; 29 Oct 1962-9 Feb 1963; 16 March-27 Apr 1963

McGinty (DE 365)
8-20 Apr 1962

McMorris (DE 1036)
12-21 Jun 1965; 1-3 Jul 1965

Medregal (SS 480)
13 June-3 Jul 1965

Menhaden (SS 377)
1-22 Apr 1965

Merrick (AKA 97)
17-24 May 1965; 1-27 Jun 1965

Midway (CVA 41)
24-25 Mar 1961; 28 March-7 Apr 1961; 8 April-11 May 1965; 19 May-28 Jun 1965

Mispillion (AO 105)
24-28 May 1964

Moctobi (ATF 105)
23-25 Feb 1965; 4-6 Mar 1965; 25 March-21 Apr 1965; 15-26 May 1965

Monticello (LSD 35)
16-22 Dec 1960; 3-7 Jan 1961; 23 March-23 Apr 1961; 29 April-12 May 1961

Morton (DD 948)
15 October-14 Nov 1964

Mount Baker (AE 4)
13-19 Jan 1965; 23 January-14 Feb 1965; 3-21 May 1965; 27 May-5 Jun 1965; 8-18 Jun 1965

Mount Katmai (AE 16)
21 May-3 Jul 1965

Mount McKinley (AGC 7)
28-29 Sep 1964; 4-5 Nov 1964; 21-22 Nov 1964; 27 Dec 1964-9 Jan 1965; 28-31 Jan 1965; 5-12 Mar 1965; 7-19 Apr 1965

Mullaney (DD 528)
28 June-3 Jul 1965

Navarro (APA 215)
30 May-5 Jun 1965; 20 June-3 Jul 1965

Newell (DER 322)
20 June-3 Jul 1965

Noble (APA 218)
24 April-3 May 1963; 28 August-12 Sep 1963; 1-10 Nov 1963

O'Bannon (DD 450)
2 January-12 Feb 1965

Okanogan (APA 220)
11-28 Jun 1960; 6-10 Nov 1963; 21-29 May 1965; 15-17 Jun 1965

Oklahoma City (CLG 5)
23-29 Mar 1965; 15-23 May 1965; 8-24 Jun 1965

Oriskany (CVA 34)
6-12 Sep 1963; 4-9 Nov 1963; 7 May-2 Jun 1965; 10 June-3 Jul 1965

Orleck (DD 886)
6 October-6 Nov 1964; 21 November-5 Dec 1964

Oxford (AGTR 1)
18 June-3 Jul 1965

Paul Revere (APA 248)
16-22 Dec 1960; 2-7 Jan 1961; 23 March-23 Apr 1961; 29 April-11 May 1961; 18-21 May 1964

Peacock (MSC 198)
25 March-12 Apr 1965

Perkins (DD 877)
8 April-11 May 1965; 18 May-3 Jul 1965

Persistent (MSO 491)
20 April-12 May 1962; 27 May-17 Jun 1962

Phoebe (MSC 199)
19-31 Jul 1964; 26 March-15 April 1965

Pickaway (APA 222)
9 August-7 Nov 1964

Pickerel (SS 524)
14-26 Mar 1965

Picking (DD 685)
5-11 Sep 1964

Pivot (MSO 463)
7-22 Feb 1965; 17 March-1 Apr 1965

Platte (AO 24)
2 February-31 Mar 1965; 8 April-5 May 1965; 12-27 May 1965; 5-16 Jun 1965

Pledge (MSO 492)
20 Dec 1961-2 Jan 1962; 18 January-17 Feb 1962

Pluck (MSO 464)
10-22 Feb 1965; 20 March-2 Apr 1965

Point Defiance (LSD 31)
26-27 May 1965; 5-7 Jun 1965; 16-17 Jun 1965; 30 June-3 Jul 1965

Pomodon (SS 486)
12-30 May 1965

Porterfield (DD 682)
14-22 Oct 1958; 25 November-3 Dec 1958

Preble (DLG 15)
25 June-3 Jul 1965

Prichett (DD 561)
1-20 Sep 1964; 4-9 Oct 1964; 13 June-3 Jul 1965

Prime (MSO 466)
9-21 Apr 1965; 14 April-3 Jul 1965

Princeton (LPH 5)
25-26 Jan 1962; 14-17 Apr 1962; 13-17 Apr 1963; 24 April-3 May 1963; 28 August-12 Sep 1963; 27 October-9 Nov 1964; 16 November-10 Dec 1964; 26 Dec 1964-31 Jan 1965; 9-28 Feb 1965; 9 Mar 1965; 16-23 Apr 1965; 2-13 May 1965

Providence (CLG 6)
18-20 Jan 1964

Pyro (AE 24)
4-25 Apr 1965; 13-25 May 1965; 4-8 Jun 1965; 16-21 Jun 1965; 29 June-3 Jul 1965

Queenfish (SS 393)
27 August-19 Sep 1962

Radford (DD 446)
24 March-20 Apr 1965; 3-29 May 1965

Rainier (AE 5)
29 June-3 Jul 1965

Ranger (CVA 61)
1-4 May 1963; 19-20 Sep 1964; 1-9 Oct 1964; 28 November-30 Dec 1964; 17 January-17 Mar 1965; 4-13 Apr 1965

Rasher (AGSS 269)
26 October-21 Nov 1964; 6-22 Dec 1964

Razorback (SS 394)
2-3 May 1963

Reaper (MSO 467)
14-20 Apr 1965; 4 May-1 Jun 1965; 15 June-3 Jul 1965

Reclaimer (ARS 42)
5-20 May 1964; 30-31 Mar 1965; 25 April-25 May 1965

Regulus (AF 57)
15-17 Apr 1965; 25 April-4 May 1965; 16-23 May 1965; 8-13 Jun 1965; 13 April-15 Jun 1965

Renshaw (DD 499)
5 April-6 May 1965; 16 May-3 Jun 1965

Renville (APA 227)
28 August-8 Oct 1964

Richard B. Anderson (DD 786)
13 Nov 1964-10 Jan 1965

Richard S. Edwards (DD 950)
1-5 Sep 1964; 1-16 Oct 1964; 29 October-20 Dec 1964

Richmond K. Turner (DLG 20)
24 June-3 Jul 1965

Ronquil (SS 396)
19 May-15 Jun 1965

Rupertus (DD 851)
11-17 Aug 1964; 10-20 Sep 1964; 24-31 Oct 1964; 1-14 Nov 1964

Sabalo (SS 302)
2 September-3 Oct 1964; 15 January-4 Feb 1965; 9-27 Feb 1965

Sacramento (AOE 1)
7-15 Jan 1965; 17-27 Jan 1965; 5 February-4 Mar 1965; 20 March-10 Apr 1965; 16-18 Apr 1965

Salisbury Sound (AV 13)
11-20 May 1965; 31 May-5 Jun 1965

Savage (DER 386)
8 June-2 Jul 1965

Segundo (SS 398)
22 Dec 1964-15 Jan 1965

Snohomish County (LST 1126)
20 April-3 Jul 1965

Sproston (DDE 577)
15-24 Dec 1960; 3-7 Jan 1961; 24 March-12 Apr 1961

Sterlet (SS 392)
21 November-6 Dec 1964

Surfbird (ADG 383)
12 April-1 May 1965

Talladega (APA 208)
27-30 May 1965; 29 June-3 Jul 1965

Taluga (AO 62)
3-5, 10-12 Mar 1962; 20-26 Apr 1962; 16-31 Mar 1965; 3-14, 17-25 Apr 1965; 28 April-8 May 1965; 18-29 May 1965; 9-21 Jun 1965; 1-3 Jul 1965

Tang (SS 563)
1 January-1 Feb 1965

Tawakoni (ATF 114)
2-18 May 1964

Terrell County (LST 1157)
6-24 Nov 1961; 1-14 Aug 1962; 16-18 Mar 1965

Thetis Bay (LPH 6)
14 September-2 Oct 1959; 25-26 Apr 1961

Thomaston (LSD 28)
27 Dec 1964-30 Jan 1965; 7 May 1965

Ticonderoga (CVA 14)
27 September-1 Oct 1961; 16-17 Oct 1961; 23 April-1 May 1963; 11 August-22 Sep 1964; 7-29 Oct 1964; 2-6 Nov 1964; 21-28 Nov 1964

Tillamook (ATA 192)
9 September-11 Oct 1964; 30 March-15 May 1965; 26 May-1 Jun 1965

Tiru (SS 416)
23 April-1 Jun 1965; 22 June-3 Jul 1965

Toledo (CA 133)
22-29 Oct 1959

Tombigbee (AOG 11)
7-21 Apr 1965; 22-28 May 1965

Tom Green County (LST 1159)
14-18 Apr 1965; 7-13 May 1965

Topeka (CLG 8)
8 August-7 Sep 1964

Uhlmann (DD 687)
30 May-21 Jun 1965

Union (AKA 106)
7-12 Mar 1965; 14-19 Apr 1965; 7-12 May 1965

Valley Forge (LPH 8)
14-21 May 1962; 30 June-4 Jul 1962; 16-17 Jun 1964; 7-14 Oct 1964

Vammen (DE 644)
25 March-9 Apr 1962; 5-18 May 1962

Vance (DER 387)
16 May-7 Jun 1965; 28 June-3 Jul 1965

Vancouver (LPH 2)
9 February-12 Mar 1965

Vega (AF 59)
13-17 Nov 1964; 19-20 Nov 1964; 30 November-2 Dec 1964; 10-11 Dec 1964

Vernon County (LST 1161)
14-18 Apr 1965; 7-13 May 1965

Vesuvius (AE 15)
7 March-4 Apr 1965; 24 April-11 May 1965; 26 May-2 Jun 1965; 9-17 Jun 1965; 22-28 Jun 1965

Vireo (MSC 205)
26 March-12 Apr 1965; 29 April-15 May 1965; 5-22 Jun 1965

Wahoo (SS 565)
1-20 Mar 1965; 23-29 Apr 1965

Walton (DE 361)
2-28 Apr 1962

Warbler (MSC 206)
13 April-5 May 1965; 19 May-6 Jun 1965

Washoe County (LST 1165)
22-26 Mar 1965; 12-15 Apr 1965; 4-8 May 1965; 24-26 May 1965

Washtenaw County (LST 1166)
7-18 Jun 1962; 21-31 Mar 1965; 15-17 Apr 1965; 4-9 May 1965; 22-25 May 1965

Wedderburn (DD 684)
15 October-13 Nov 1964

Westchester County (LST 1167)
11-24 Mar 1965

Whetstone (LSD 27)
8 August-28 Sep 1964

Whippoorwill (MSC 207)
21 April-28 May 1965

Whitehurst (DE 634)
5-24 Mar 1962; 14-26 Apr 1962

Whitfield County (LST 1169)
11-24 Mar 1965; 14-18 Apr 1965; 7-13 May 1965

Wilhoite (DER 397)
25 June-3 Jul 1965

Windham County (LST 1170)
22-24 Mar 1965; 12-16 Apr 1965; 4-12 May 1965; 23-24 May 1965

Winston (AKA 94)
7-22 Nov 1964

Wiseman (DE 667)
12-20 Apr 1962; 15-21 May 1962

Woodpecker (MSC 209)
14 April-5 May 1965; 28 May-27 Jun 1965

Worden (DLG 18)
3 September-11 Oct 1964; 3-29 Dec 1964

Units

(Only personnel who enter the area of operations are eligible for the award.)

Air Antisubmarine Squadron 33 (VS 33)
19-20 May 1965; 25-26 May 1965

Air Antisubmarine Squadron 38 (VS 38)
19-20 May 1965; 25-26 May 1965

Alusna Vietnam
1 Jul 1958-3 Jul 1965

Antisubmarine Warfare Group 3 (ASWGRU 3)
8-26 Feb 1965; 20 March-28 Apr 1965

Antisubmarine Warfare Group 5 (ASWGRU 5)
19-20 May 1965; 25-26 May 1965

Assault Craft Division 11 (ACDIV 11)
April 1965-3 Jul 1965

Attack Carrier Air Wing 21 (CVW 21)
9 Dec 1964-3 May 1965

Attack Squadron 113 (VA 113) Det Q
19-20 May 1965; 25-26 May 1965

Attack Squadron 211 (VA 211)
9 Dec 1964-3 May 1965

Attack Squadron 212 (VA 212)
9 Dec 1964-3 May 1965

Attack Squadron 215 (VA 215)
9 Dec 1964-3 May 1965

Attack Squadron 216 (VA 216)
9 Dec 1964-3 May 1965

Beach Group 1, WestPacDet
11 August-3 Oct 1964; 9 March-3 Jul 1965

Beachmaster Unit 1 (BMU 1) WestPacDet
11 Aug 1964-3 Jul 1965

Cargo Handling Battalion 1 Det J
June 1965-3 Jul 1965

Cargo Handling Battalion 2
28 April-3 Jul 1965

Carrier Airborne Early Warning Squadron 11 (VAW 11)
19-20 May 1965; 25-26 May 1965

Carrier Airborne Early Warning Squadron 11 (VAW 11) Det L
9 Dec 1964-3 May 1965

Carrier Airborne Early Warning Squadron 11 (VAW 11) Det Q
19-20 May 1965; 25-26 May 1965

Carrier Antisubmarine Air Group 59 (CVSG 59)
19-20 May 1965; 25-26 May 1965

Destroyer Division 12 (DesDiv 12)
10 April-10 May 1965

Destroyer Squadron 23 (DesRon 23) Staff
19-20 May 1965; 25-26 May 1965

Escort Squadron 5 Staff
1-3 Jul 1965

Fighter Squadron 24 (VF 24)
9 Dec 1964-3 May 1965

Fleet Air Reconnaissance Squadron 1 (VQ 1) Det
6 June-13 Jul 1964

Fleet Air Wing 6
1 Jun 1962-3 Jul 1965

Fleet Tactical Support Squadron 7 (VR 7)
16 Jun 1961-12 Feb 1963

Fleet Tactical Support Squadron 21 (VR 21) Det J
4 Aug 1964-open

Helicopter Antisubmarine Squadron 8 (HS 8)
19-20 May 1965; 25-26 May 1965

Helicopter Combat Support Squadron 1 (HC 1) Det L
9 Dec 1964-3 May 1965

Light Photographic Squadron 63 (VFP 63) Det L
9 Dec 1964-3 May 1965

Mobile Construction Battalion 3 (MCB 3)
1 June-3 Jul 1965

Mobile Construction Battalion 9 (MCB 9)
27 June-3 Jul 1965

Mobile Construction Battalion 10 (MCB 10)
8 May-3 Jul 1965

Mobile Inshore Undersea Warfare Surveillance Unit 12
19-31 Jul 1964

Patrol Squadron 1 (VP 1)
9 January-18 Feb 1965; 2-21 Mar 1965

Photographic Squadron 63 (VFP 3) Det E
6 June-13 Jul 1964

Photographic Squadron 63 (VFP 63) Det F
6 June-13 Jul 1964

Tactical Air Control Squadron 12
7 Dec 1964-1 Jun 1965

Tactical Air Control Squadron 13
30 June-3 Jul 1965

Tactical Air Control Squadron 13 (TacRon 13) Det A
6 June-3 Jul 1965

Underwater Demolition Team 12 (UDT 12) Det A
1 Dec 1964-29 May 1965

Underwater Demolition Team 12 (UDT 12) Det B
21 May-3 Jul 1965

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs as well as current BuPers Instructions and BuPers Notices that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, Instructions and Notices for complete details before taking action.

Alnavs

No. 1—Announced changes effective 1 January in rates of maintenance clothing monetary allowance.

Instructions

No. 1050.9—Implements the provisions of Public Law 89-735, concerned with authorization of a special 30-day leave following reenlistment or extension of duty in a hostile fire area.

No. 1540.40B—Describes qualifications and assignment policies of personnel ordered to duty in connection with naval nuclear propulsion plants. It reaffirms previously published personnel aspects of the naval nuclear propulsion program as well as stating personnel policies and practices of the Chief of Naval Personnel in this area.

Notices

No. 1531 (19 December)—Solicited applications from enlisted men of the Naval Reserve for nomination to the Naval Academy, class of 1972.

No. 1306 (21 December)—Provided information concerning changes in the distribution of hospital corpsmen.

No. 5802 (21 December)—Discussed the January reporting requirement of aliens as it affects alien Navy personnel.

No. 1221 (23 December)—Announced changes to the *Manual of Enlisted Classifications* (NavPers 15105K).

No. 1531 (27 December)—Provided authority to nominate USN and USNR enlisted men as candidates for the Naval Academy and applicants for the naval preparatory school.

No. 1410 (30 December)—Announced certain changes to qualifications for advancement in Boilerman (BT) rating in advance of the next regular change to the *Manual of Qualifications for Advancement in Rating* (NavPers 18068B).

No. 1418 (5 January)—Provided information concerning the use of answer cards for the February 1967 Navy-wide examinations.

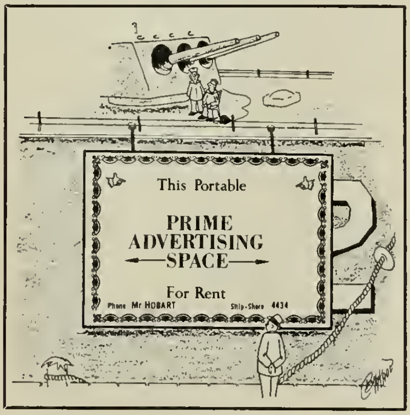
No. 1421 (5 January)—Provided for making promotions to the grades of lieutenant and lieutenant commander.

No. 1610 (5 January)—Requested that data required for research on enlisted performance evaluation be forwarded to the U. S. Naval Personnel Research Activity, San Diego, Calif.

No. 1070 (6 January)—Brought to the attention of all commands the numerous discrepancies noted in service record administration.

No. 1910 (11 January)—Invited attention to the issuance of the Honorable Discharge lapel device.

All-Navy Cartoon Contest
William R. Maul, CTC, USN



"Uh, Hobart . . . the Captain would like to speak to you about your part-time job."

List of New Motion Pictures Available to Ships and Overseas Bases

The list of recently released 16mm feature movies available from the Navy Motion Picture Service is published here for ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

The Idol: Drama; Jennifer Jones, Michael Parks.

The Invincible Swordsman (C): Adventure Drama; Jean Marais Bourvil, Elsa Martinelli.

That Man in Istanbul (C): Comedy Melodrama; Horst Bucholz, Sylvia Koscina.

Kaleidoscope (C): Adventure Drama; Warren Beatty, Susannah York.

A Man Named Rocca: Mystery Drama; Jean Paul Belmondo, Christine Kaufmann.

Born Free (C) (WS): Drama; Virginia McKenna, Bill Travers.

Picture Mommy Dead (C): Drama; Don Ameche, Martha Hyer.

Texas Across the River (C) (WS): Comedy Drama; Dean Martin, Alain Delon.

The Young Warriors (C) (WS): Drama; James Drury, Steve Carlson.

Years of Lightning, Day of Drums (C): Documentary; Narrated by Gregory Peck.

McGuire Go Home (C): Melodrama; Susan Strasberg.

DECORATIONS and CITATIONS

HEROES and LEADERS

NAVY CROSS

"For extraordinary heroism . . ."

★ PALMER, FREDERICK F., Commander, USN, as Commander, Attack Carrier Air Wing 14, as leader of a strike against the heavily defended Hai Phong petroleum and oil storage area in North Vietnam on 29 Jun 1966. Commander Palmer was responsible for the precise, well coordinated and imaginative plan which resulted in the success of the entire mission. He placed himself in the middle of the strike force so that he could coordinate and evaluate the entire mission. He effected the rendezvous of 28 airplanes and directed them to the target with deliberate precision, despite complete electronic and radar silence. At the target, he fired rockets directly into the fuel tanks, causing a fireball which rose to 1500 feet. Following his attack, CDR Palmer, despite heavy enemy gunfire, returned to the target to make the evaluation of damage.

DISTINGUISHED SERVICE MEDAL

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility . . ."

★ CALVER, GEORGE W., Vice Admiral, MC, USN (Ret), as Attending Physician at the Capitol of the United States from September 1963 to September 1966. VADM Calver was eminently successful in providing medical attendance to the members of both the House and Senate. In addition, he devoted himself to medical research at the Naval Medical School, and served actively as special consultant in internal medicine to the Naval Hospital, Bethesda, Md.

★ REEDY, JAMES R., Rear Admiral, USN, as Commander Attack Carrier Striking Force, U. S. Seventh Fleet, from 23 Jul 1965 through 30 Apr 1966. RADM Reedy directly supervised the formulation of procedures designed to employ most effectively the three carrier division staffs and five attack carrier striking groups under his command in combat operations in Southeast Asia. He was instrumental in establishing a Yankee Team Commander and Yankee Team Surface-Subsurface Surveillance Coordinator; publishing continuously updated Yankee Team Standard Operating Procedures; developing Southeast Asia Electronics Warfare Doctrine; promulgating a combat tactics handbook; establishing a highly effective Tonkin Gulf SAR (search and rescue) Team with around-the-clock helicopter rescue capability; forming the Joint Task Force 77/Seventh Air Force Coordinating Committee; compiling a CTF 77 *Missile Manual;* and enhancing the effectiveness of new weapons and intelligence collection systems.

SILVER STAR MEDAL

"For conspicuous gallantry and intrepidity in action . . ."

★ PAGE, LOUIS C., JR., Commander, USN, while serving as pilot of an F4B *Phantom* aircraft during a mission in support of combat operations in Southeast Asia on 17 Jun 1965. CDR Page engaged at least four and possibly six enemy aircraft, accounted for one confirmed kill and contributed to a second by the other F4B aircraft in the flight. He thus diverted the remaining enemy planes from their threat to U. S. striking forces. With heavy antiaircraft fire bursting throughout the patrol area, he attacked, seeking out and destroying the opposing enemy aircraft, thus preventing damage to friendly strike aircraft in the area.

CHOPPER HELPER—John Myers, HM3, receives Bronze Star for his work in evacuating wounded under fire after helicopter crash in Vietnam.

★ PALMER, FREDERICK F., Commander, USN, while conducting an armed reconnaissance mission along the coast of North Vietnam on 31 May 1966. When his flight was attacked by a surface-to-air missile, CDR Palmer avoided the missile by maneuvering the flight close to the surface of the water. Attacked by a second missile, he again led his flight through evasive maneuvers. He then planned an attack on the missile site. By outmaneuvering missiles when fired, he located the target and conducted a retaliatory rocket attack on the site, despite intense antiaircraft and automatic weapons fire. His rocket attack resulted in heavy damage to the control and guidance equipment at the site.

★ PETERLIN, FRANK A., Lieutenant (jg), CEC, USNR, while serving with U. S. Navy Seabee Team 1104 at Dong Xoai, Republic of Vietnam, on 10 Jun 1965. When the compound which his team was helping to build came under intense mortar, machine gun, heavy weapons and small arms fire from an estimated Viet Cong reinforced regiment, LTJG Peterlin quickly went to a position on the berm surrounding the compound and for three hours exposed himself to hostile fire while firing at the enemy. During a massive Viet Cong attack with flame-throwers, hand grenades and small arms, supported by mortar, machine gun and heavy weapons fire, he shot, at close range, a Viet Cong carrying a flame-thrower. Shortly thereafter, LTJG Peterlin was knocked down by an explosion and wounded by a bullet through his right foot. Despite his wound, he evaded the Viet Cong forces, which had overrun the compound, and was able to conceal himself for more than a day before being rescued.

★ ROACH, RICHARD F., Hospitalman, USN, posthumously, while serving with a U. S. Marine patrol which was surrounded by heavy enemy machine gun and automatic weapons fire while penetrating deep into Viet Cong territory on 20 Jun 1966. Hospitalman Roach displayed outstanding courage during the fire fight, in which eight

Marines were wounded. Quick to respond to the call for a corpsman, he moved through the deadly fire to render medical assistance to his wounded companions. Although he was mortally wounded by a burst of close range fire while he was treating a casualty, he succeeded in securing a battle dressing on his wounded comrade before collapsing. His valiant and selfless efforts in the face of intense hostile fire inspired those who observed him.

LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the government of the United States . . ."

★ DRUSTRUP, NORMAN J., Rear Admiral, CEC, USN, while serving as Commander, Atlantic Division, Facilities Engineering Command, from May 1964 through December 1966, for his part in the development and adaptation of modern management methods and techniques to meet the requirements of expanded facilities maintenance and utilities operations, and for his diplomatic negotiations with the Icelandic Government.

★ MOSHER, NORMAN G., Lieutenant, USN, as Senior Naval Advisor to the 3rd Coastal District, Vietnam, from 5 Oct 1964 to 1 Jul 1965, for his work as a participant in 22 combat patrols, three major operations and three minor operations with the Vietnamese Navy. The Combat Distinguishing Device is authorized.

★ NELSON, ANDREW G., Commander, USN, as Operations Advisor with the Naval Advisory Group, U. S. Military Assistance Command, Vietnam, from January 1964 through July 1965, for advising the Vietnamese on operational matters and assisting in the introduction of numerous innovations to the Vietnamese that materially aided in the prosecution of the counterinsurgency effort.

★ O'BRIEN, JAMES M., Captain, USN, in connection with sustained combat operations against the enemy while serving as Commanding Officer, USS *Midway* (CVA 41), flagship of Commander Carrier Division Seven, from 18 March to 12 Oct 1965, for his part in the integration of ship and air wing planning, coordination, preparation and execution of a multitude of strike and support mission requirements.

★ ROEMER, CHARLES E., Captain, USN, as Chief of Staff for Commander Task Force 77, Commander Task Group 77.4 and Commander Carrier Division Three, from 2 Sep 1964 to 17 Mar 1965, for directing the planning of force dispositions, involving as many as 25 ships and 300 aircraft, which were of paramount significance in assuring the optimum offensive and defensive posture within the force. The Combat Distinguishing Device is authorized.

★ SHILLING, JOHN H., Captain, CHC, USN, while serving as chaplain to U. S. Naval Amphibious Base, Coronado, Calif., the many activities based thereon, and the other Amphibious Force units in the San Diego area, from April 1965 to December 1966, for his long hours of ministry among the military families of the Amphibious Force, despite the fact that he was under medical treatment, in constant pain, and forced to use crutches.

DUAL ROLE—USS *Intrepid* (CVS 11) steams in South China Sea in support of operations in Vietnam. *Intrepid* planes perform as ASW and attack aircraft.

DISTINGUISHED FLYING CROSS

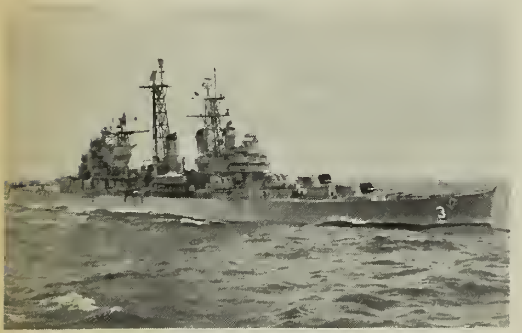
"For heroism or extraordinary achievement in aerial flight . . ."

★ ALEXANDER, HOWARD P., Lieutenant, USNR, as a strike pilot in an air group strike against the Xom Ca Trang bridge in North Vietnam on 16 Apr 1965. LT Alexander, who was among the first to approach the long, narrow bridge, made a steep, effective attack as he approached the target for the first time. Despite limited visibility, he scored a direct hit on the bridge, causing the span to collapse into the river beneath it. The point of impact was the same as that selected from prestrike photography that would cause the most damage.

★ FIDELIBUS, WILLIAM T., JR., Lieutenant, USN, as a section leader during a mission to find and destroy an SA-2 missile site in North Vietnam, on 12 Aug 1965. During the course of his search, his aircraft was suddenly hit by enemy ground fire. The aircraft suffered serious damage to the starboard wing and tail assembly. The wing and tail caught fire. LT Fidelibus elected to remain with the burning aircraft at least until he was able to reach the relative safety of the sea. Because of a complete loss of hydraulic pressure, horizontal trim, missing control surfaces and a jammed rudder, the aircraft was guided only by the sheer strength of both his hands on the control stick. The fire extinguished itself and, in spite of the tiring effort involved, LT Fidelibus attempted to return to his home carrier. Despite severe flight control problems, he managed to refuel several times in flight and continue for over 300 miles to the task force. Slow flight tests determined that the aircraft was uncontrollable in the landing configuration and that ejection was required. LT Fidelibus reluctantly left the crippled aircraft and was rescued immediately from the Gulf of Tonkin.

★ Glindeman, Henry P., Jr., Commander, USN, during a major retaliatory air strike against military installations at Dong Hoi, North Vietnam, on 11 Feb 1965. After planning the retaliatory attack, CDR Glindeman participated in the strike by reconnoitering the target area to determine if weather conditions were suitable for the strike. He then remained directly over the target area to function as a combat air patrol while successfully directing and coordinating the efforts of 32 aircraft.

★ Greathouse, Edwin A., Lieutenant Commander, USN, during a mission in support of combat operations in Southeast Asia against North Vietnamese forces on 20 Jun 1965. LCDR Greathouse engaged two enemy aircraft in low-altitude aerial combat. In spite of the distinct advantage held by the enemy, he skillfully evaded the attacks and, initiating an attack of his own, assisted in a confirmed kill and drove off the remaining aircraft.



★ Mau, Gary W., Lieutenant, USN, in action against hostile forces on 23 Apr 1965. After repeated strikes with conventional ordnance by other members of the striking force had failed to destroy an important highway bridge near Xom Phoung, LT Mau attacked the bridge with a *Bullpup* missile and brought about its destruction on his first attempt, though he had to overcome reduced visibility, an extremely narrow target, ballistic crosswind and enemy antiaircraft fire during the attack.

★ Palmer, Frederick F., Commander, USN, while leading a coordinated strike on the Me Xa highway bridge located in the high density enemy antiaircraft artillery and surface-to-air missile environment between Hanoi and Haiphong on 8 May 1966. When four surface-to-air missiles exploded near the strike group, he courageously led his *Skyhawks* against the firing sites. In the face of furious ground fire and missiles fired at his flight, CDR Palmer attacked, delivered a lethal blow with his rockets and then led his flight to safety.

★ Pinneker, Jerald L., Lieutenant (jg), USN, posthumously, during a strike mission against a major Viet Cong stronghold in South Vietnam on 20 Mar 1966. In the presence of intense enemy ground fire, and fully aware of the personal danger involved, LTJG Pinneker resolutely made two separate napalm attacks, scoring a direct hit on an enemy automatic weapons position with his final attack. In completing the mission, he sacrificed his life when his aircraft was hit by a concentration of enemy ground fire.

★ Stoddard, Clarence W., Jr., Commander, USN, posthumously, while engaged in combat operations against insurgent communist guerrilla forces in Southeast Asia on 10 Jun 1965. CDR Stoddard, as strike coordinator, planned and led an aerial striking group of 12 fighter planes on an attack against the thermal power plant in North Vietnam in the face of heavy cloud cover, thunderstorms, rain and low visibility in the target area. Placing his own section of aircraft directly over the target and above the bombing pattern, he coordinated the simultaneous attacks of propeller aircraft and jets and pinpointed specific targets to be bombed within the power plant complex. In order to mark many of these target positions, he made numerous strafing attacks, thereby showing the way for other aircraft. As a direct result of his efforts, a possible deteriorating situation was averted and 75 per cent of the entire power plant complex was destroyed.

Gold Star in lieu of Second Award

★ Greathouse, Edwin A., Lieutenant Commander, USN, while leading a section of A-1 aircraft on a Rescue Combat Air Patrol mission, on 27 Jul 1965. LCDR Greathouse and his wingman were called to aid a downed Air Force pilot in the vicinity of Hanoi, North Vietnam. Aware that he was the only one who know the exact location of the downed pilot, and realizing that a search of the area would be hazardous due to the proximity of antiaircraft positions and missile sites, LCDR Greathouse elected to remain in the area until the rescue aircraft arrived. In spite of the heavy fire from nearby antiaircraft sites, the rescue mission was accomplished.

Gold Star in lieu of Second Award

★ Palmer, Frederick F., Commander, USN, during a coordinated strike against rail facilities and lines of communication in North Vietnam on 1 May 1966. CDR Palmer planned and led the first strike in a sustained attack on military targets in the Vinh complex, though unable to aim his own bombs due to windscreen damage suffered when his plane was hit by antiaircraft fire. He continued to press home his attack to insure proper over-all strike coordination and target identification for his flight. He then pulled up from the target, determined the extent of the damage to his aircraft and made a dive attack on a second target without the assistance of a gunsight. Severe damage was inflicted upon the primary and secondary targets.

BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operations . . ."

★ Clark, William D., Hospital Corpsman 3rd Class, USN, while serving as a corpsman with U. S. Marines in operations against Viet Cong forces on 5 Mar 1966. His platoon was subjected to intense hostile fire while advancing toward the enemy across an area which provided limited concealment. Petty Officer Clark, despite the intense fire during the next two hours, administered first aid to several wounded Marines who had fallen in areas exposed to the gunfire. He helped carry one of the wounded to safety across an open field under fire. During the evacuation of the wounded to a helicopter landing site, Clark, although wounded himself by mortar fire, continued to treat the wounded Marines and supervise the order of evacuation. On one occasion, he provided treatment for a critically wounded Marine, and undoubtedly saved the man's life. The Combat Distinguishing Device is authorized.

★ Galbally, Thomas E., Hospital Corpsman 3rd Class, USN, while serving as a corpsman with U. S. Marines at Da Nang, Republic of Vietnam, on 9 Aug 1965. When the Battalion Command Post was subjected to a sudden enemy mortar attack, Petty Officer Galbally went to a tent which had received a direct hit to administer first aid to the wounded occupants. By his skillful application of pressure and tourniquets, he was able to keep alive a seriously wounded officer who had sustained multiple shrapnel wounds. Continuing his lifesaving efforts, Galbally accompanied the wounded officer during a five-mile evacuation trip to medical facilities. The Combat Distinguishing Device is authorized.

★ Keenan, James M., Hospital Corpsman 2nd Class, USN, in connection with operations against the enemy while serving with U. S. Navy Seabee Team 1104 at Dong Xoai, Vietnam, on 10 Jun 1965. When the compound which he was helping to construct came under intense mortar, machine gun, heavy weapons and small arms fire from an estimated Viet Cong reinforced regiment, Petty Officer Keenan exchanged fire with the enemy for over an hour at his assigned post before being recalled to the compound post to treat the wounded. Although wounded himself, he treated other casualties under constant fire for the next 13 hours. He saved at least one American's life and helped a wounded man to a new location prior to air evacuation. Through his continual medical aid to others and by his persistent fighting spirit, Keenan greatly contributed to the safe air evacuation of 13 men from Dong Xoai. His courageous actions were in keeping with the highest traditions of the U. S. Naval Service. The Combat Distinguishing Device is authorized.

★ Martin, Ward K., Commander, USN, as Senior Advisor to the Vietnamese Navy's Coastal (Junk) Force, from 23 Jul 1964 to 7 Jun 1965. Participating in 15 junk patrols, 11 of which came under insurgent fire, he displayed courage and an aggressive dedication to duty which gained the respect of both Vietnamese and U. S. personnel. The Combat Distinguishing Device is authorized.

★ Molito, Gerald J., Hospitalman, USN, while serving as a corpsman with U. S. Marines during operations against the enemy in Truong Dinh, South Vietnam, on 19 May 1965. While searching through the village, his company was subjected to sniper fire from an automatic weapon emplacement on a ridge to the company's rear. When one Marine was hit, falling on top of a rice paddy dike which was fully exposed to the enemy fire, Hospitalman Molito ran through the enemy fire to the wounded man, pulled him from the dike and, using his own body as a shield, administered medical aid until the wounded man could be evacuated. The Combat Distinguishing Device is authorized.

★ Nellis, Donald P., Commander, USN, as Commanding Officer, USS *Mansfield* (DD 728), from 20 October to 3 Nov 1965. For eight days during this period, *Mansfield* provided gunfire support to United States and Republic of Vietnam armed forces in their operations against Viet Cong forces. CDR Nellis placed his ship in position to fire effectively on a total of 86 enemy positions and targets. The destroyer damaged or destroyed more than 288 structures, seven junks and two bridges while inflicting more than 40 personnel casualties upon the enemy. The Combat Distinguishing Device is authorized.

★ Nelson, Marvin D., Jr., Commander, USN, as Commanding Officer, USS *Ozbourn* (DD 846). For five days during the period from 22 October to 4 Nov 1965, *Ozbourn* conducted surface strikes in support of U. S. and Republic of Vietnam forces in their operations against the Viet Cong. A total of 72 targets were taken under effective gunfire by the ship. On three of these strikes the ship responded to urgent requests for naval gunfire support. CDR Nelson maneuvered his ship at high speed through shallow shoal waters, despite a scarcity of navigational reference points, in order to bring his guns to bear effectively upon the enemy in the shortest possible time. In each case the accurate, timely gunfire from *Ozbourn* forced the enemy to retreat and directly contributed to the rescue of friendly forces. The Combat Distinguishing Device is authorized.

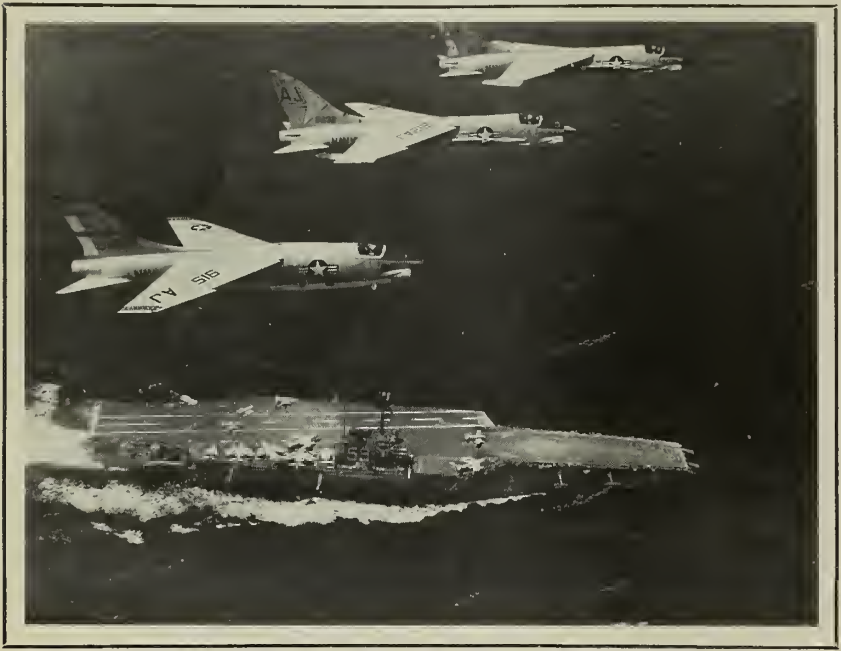
★ Orrik, David N., Lieutenant, USN, as advisor to the 26th River Assault Group, Vietnamese Navy, from 1 Oct 1964 to 1 Mar 1965. Participating in numerous combat operations, he exposed himself to enemy fire in order to assess situations and render timely and effective advice. By his courage and enthusiasm, LT Orrik won the confidence and sincere respect of the Vietnamese Navy personnel and U. S. advisors. The Combat Distinguishing Device is authorized.

★ Palmer, Floyd E., Hospital Corpsman 2nd Class, USN, while serving with U. S. Marines on a reconnaissance mission in the vicinity of the Song Yen River near Da Nang, Republic of Vietnam, on 17 Jul 1965. When one Marine was killed and several others injured in a land mine explosion, Petty Officer Palmer, aware of the mines in the area, made his way over 400 meters of ground to the wounded men, administered aid and insured that the wounded were evacuated. After he resumed his position in the command group, two more mines were detonated and he again administered medical treatment and supervised the evacuation of the wounded under intense enemy fire. The Combat Distinguishing Device is authorized.

★ Robinson, Philip O., Lieutenant, USNR, posthumously, as an advisor to Vietnamese Navy Coastal Group 16 at Quang Ngai, Republic of Vietnam, from 7 Jun 1965 to 25 Mar 1966. During this period, LT Robinson participated in 10 combat operations and more than 100 combat patrols. On 25 Mar 1966, he led Coastal Group 16 in repelling a Viet Cong attack on a local village. Upon returning to sea as part of a blocking force, LT Robinson's unit closed to investigate suspicious activities on the beach. As the Coastal Group junk approached, the Viet Cong opened fire from shore with heavy semiautomatic weapons. In the exchange of fire, LT Robinson was seriously wounded. He died while en route to a hospital at Chu Lai. LT Robinson brought about significant improvements in Vietnam's naval capability and contributed greatly to the counterinsurgency effort at a time of increasing war tempo and rapid expansion of the Vietnamese Navy. His bravery and inspiring leadership were in keeping with the highest traditions of the U. S. Naval Service. The Combat Distinguishing Device is authorized.

★ Savage, Richard G., Hospital Corpsman 3rd Class, USN, while serving with U. S. Marines in the vicinity of An My (3), Quang Nam Province, Vietnam, on 28 Apr 1966. Petty Officer Savage was serving with a platoon-sized patrol which was suddenly brought under enemy fire. Almost immediately, three members of the patrol were incapacitated and another was wounded while dragging a comrade to safety. Despite the deadly fire, Savage moved from one injured man to another to administer medical treatment. The Combat Distinguishing Device is authorized.

★ Schaefer, Richard W., Hospital Corpsman 3rd Class, USN, while serving with U. S. Marines in the Republic of Vietnam on 18 Aug 1965. After his company had taken its first objective, a low hill, the men were besieged by intense enemy mortar and automatic weapons fire from approximately 200 meters away on an adjacent ridge. Although he was wounded in the arm by fragments from the initial mortar fire, Schaefer, with complete disregard for his own wound and personal safety, fearlessly exposed himself to enemy fire in order to render treatment to nearly a dozen of the 15 wounded Marines. He further assisted in and directed the evacuation of the wounded to a protected area, secure from small arms fire. Through his aggressiveness and composure under fire, he undoubtedly saved the lives of several of his comrades. The Combat Distinguishing Device is authorized.



★ SCOTT, CARL L., Engineman 1st Class, USN, as an advisor to the Coastal Force, Vietnamese Navy, from May 1964 to May 1965. Petty Officer Scott rendered invaluable assistance to Coastal Force personnel in the fields of engineering, maintenance and repair. While participating in numerous combat operations, he positioned himself at vantage points, exposed to enemy fire, in order to assess the operations and render effective advice. He won the confidence and sincere respect of the Vietnamese Navy personnel by his display of professional knowledge and resolute courage. The Combat Distinguishing Device is authorized.

★ SCULLY, DONALD G., Lieutenant Commander, USN, from 26 Nov 1964 to 6 Apr 1965 as advisor to the Joint Operations Center, RVNAF High Command. LCDR Scully participated in operations and patrols with Vietnamese Navy units in the Delta areas of South Vietnam to make studies which assisted both U. S. and Vietnamese naval efforts in the counter-sea infiltration effort. He offered advice and recommendations in the salvage of a Viet Cong junk that had been sunk at Vung Ro Bay with a large weapons supply. Through alert and logical thinking, he produced innovations and ideas which were instrumental in improving Vietnamese naval operations. The Combat Distinguishing Device is authorized.

★ SEABROOK, NATHANIEL, JR., Hospitalman, USN, while serving with U. S. Marines in the Republic of Vietnam on 22 Aug 1965. His patrol was suddenly ambushed by 25 Viet Cong, with the initial enemy volley of automatic weapons fire and hand grenades wounding eight Marines, including the platoon commander. Hospitalman Seabrook fearlessly exposed himself to intense hostile fire as he made his way around the platoon perimeter rendering aid to his wounded comrades. Throughout the ensuing two-hour battle, he was seemingly oblivious to the incessant fire as he tirelessly tended to 12 wounded Marines. Seabrook's heroic actions were instrumental in saving the lives of several Marines. The Combat Distinguishing Device is authorized.

★ SMITH, CLYDE A., Lieutenant, USN, in connection with operations against communist guerrilla forces in Vietnam from 5 Aug 1964 to 9 Aug 1965 as Naval Intelligence Advisor to the Vietnamese 4th Naval Zone while serving with the Naval Advisory Group, Military Assistance Command, Vietnam. During this period, LT Smith participated in 20 combat operations in which he came under or was subjected to enemy fire. His initiative, ability and courage under fire have been commended by those who served with him. By his outstanding performance of duty, LT Smith brought about significant improvement in Vietnam's intelligence capability. His courage, dedication to duty and sense of responsibility were in keeping with the highest traditions of the U. S. Naval Service. The Combat Distinguishing Device is authorized.

★ WITHAM, ALAN E., Lieutenant, USN, as Senior Naval Advisor to Vietnamese Navy Coastal Force divisions at Rach Gia, Kien Giang Province, from 4 Jul 1964 to 7 Jul 1965. During this period, LT Witham directly participated in five combat operations, frequent psychological warfare missions with U. S. Army units and numerous junk anti-infiltration patrols. His initiative, ability and courage under fire contributed to outstanding rapport with his Vietnamese counterpart and brought about significant improvement in the operational effectiveness of the Coastal Force units. Through his outstanding performance of duty, he contributed greatly to the counterinsurgency effort at a time of increasing tempo of operations and at the early stages of Coastal Force operations. LT Witham's courage, dedication to duty and sense of responsibility were in keeping with the highest traditions of the U. S. Naval Service. The Combat Distinguishing Device is authorized.

Gold Star in lieu of Second Award

★ SCHAEFER, RICHARD W., Hospital Corpsman 3rd Class, USN, while serving with U. S. Marines in Vietnam on 21 Mar 1966. Petty Officer Schaefer was attached to a platoon during a search and destroy operation near Quang Ngai. As the platoon approached a village, it was fired upon by a large Viet Cong force located in heavily fortified positions and trench lines around the entire village. Within a short period of time, the platoon had suffered heavy casualties, the majority of which were located in an exposed rice paddy directly in front of the enemy positions. Without hesitation, Schaefer proceeded to administer aid to the fallen Marines. He calmly and quickly performed his medical duties until every wounded man had been evacuated, serveral of whom he carried out himself. The Combat Distinguishing Device is authorized.

BOOKS

PLENTY OF GOOD READING IN THIS MONTH'S CHOICE

THEN THE GREAT curling wave broke over the ship, completely submerging her. Sea water poured down her stacks. There were a total of three great waves, each one higher than the previous one, followed by a number of smaller ones. The ship actually sank to the bottom of the bay five times and at the end, still buoyant, she was picked up bodily and was hurled hard against the rocky bluff lining the shore."

That, in the words of Captain Edward L. Beach, USN, is what happened to USS *Memphis* in Santo Domingo harbor in 1916. He tells the complete story in **The Wreck of the Memphis** and if there's any man perfectly qualified to do so, CAPT Beach is he. This one comes from the heart. It just happens that the commanding officer of *Memphis* at the time of the disaster was the father of CAPT Beach. He is a close friend of the survivors of the wreck, who are convinced that he is almost worthy of his father. (See ALL HANDS, pp 20-21, December 1966.) And he's a real pro as a naval officer and a writer. A perfect combination.

There's **Tattered Ensign** by John Jennings; **Fighting Under the Sea,** by CAPT Donald Macintyre; **Teacher Ware a Parachute,** by Joe James. **The Air Devils,** by Don Dwiggins, is equally hair-raising, but not exclusively Navy.

Tattered Ensign is the story of the original USS *Constitution,* built shortly after the Revolutionary War and still in commission. It tells of her original launching, shakedown cruise, action against the Barbary pirates off the coast of Tripoli, engagement with the British *Guerriere* in the War of 1812, diplomatic runs to Europe, the North Atlantic and West Indies patrols, the cruises to the South Pacific. An ex-seaman and former naval officer, Jennings has written more than 20 books.

Fighting Under the Sea is, of course, concerned with submarines; in this case, primarily the history of their development as a weapon. It takes you back to the 16th century but, as CAPT Macintyre says, real proof of their effectiveness did not come until World War I. Even at that time, they were frequently more of a menace to their own crews than to the enemy. U. S. subs in the Japanese-held South Pacific in World War II round out this relatively brief chronicle.

And, according to Joe James, it's a good thing teacher *did* wear a parachute. They were strongly indicated for the time and place James discusses. He tells of the days in which the instructors and cadets of the flying schools of World War II were the last of the military pilots to fly in open cockpits, the last to know the sting of the wind on their faces and to hear the hum of wires which supported the wings. (You gauged your landing speed by the pitch of the hum.) Officially the Navy trainers of those days were known as N2S *Kaydet*, but the students knew them better as the "Yellow Peril." James should know, as he has logged some 4000 flying hours, most of them as a World War II flight instructor. Today's student pilots will shake their heads in wonderment at his yarns.

Air Devils is a straightforward collection of hair-raisers from the days of the hot-air balloonists of the 18th century to the jet acrobatic teams of today. Dwiggins has interviewed some of the early stunt pilots, barnstormers and battle aces still alive. (There aren't many left.) And—did you know there really was a daring young man on the flying trapeze? Literally.

Two books on treasure are included in this month's list. One type of treasure is biological; the other, straightforward gold, silver and jewels.

How do fish keep from drowning? Why do eels and salmon migrate? If they find an impelling reason to do so, why don't other species? These are some of the questions raised in **The Living World of the Sea,** by William J. Cromie. He describes the creatures to be found in the sea from the smallest plankton to the largest whale. He discusses how life in the ocean was born some two billion years ago and how it developed into some of the most highly organized creatures in the world—not necessarily vertebrates. He also raises some interesting questions with no easy answers.

The other type of treasure is described by Lieutenant Harry E. Rieseberg, a former Navyman. Through the hundreds or thousands of years in which men have journeyed through the oceans, literally thousands of ships have been sunk at sea. Many have contained immense treasures. In **The Sea of Treasure,** Rieseberg tells of his second career in his search (and discovery) of many of these ships. He estimates that there is more gold to be found underwater today than is stored in the combined treasuries of all the nations of the world. All you have to do is: 1.) Find it; 2.) Bring it to the surface; 3.) Hang on to it until it's safely in the bank. Reiseberg is co-author of *Guide to Sunken Treasure Ships Around the World.*

World War II will be another type of gold mine for authors and historians for many years to come. One of the more recent examples is **The United States Navy in World War II,** compiled and edited by S. E. Smith. He has selected a number of pieces by outstanding authors which preserve the essence of an action or campaign and has arranged his material so that the work is a unified whole. It moves from Pearl Harbor to the Malay Barrier, the war in the Atlantic, Doolittle's raid, Midway and Guadalcanal, Normandy, Leyte and Okinawa. A refreshing way to absorb history.

It's difficult to avoid drawing a parallel between the movie "The Russians are Coming" and **The Cruel Coast,** by William Gage. The locale is Ireland in World War II instead of New England today or tomorrow, but the problem is much the same —a crippled "enemy" sub, but some of the humans are more human than political.

During the narration of **In the Company of Eagles,** Ernest K. Gann gives you the best of several worlds. Not only is there the conflict between the good guy, the French airman, and the bad guy, his German opponent, but Gann thoroughly explores the daily actions, philosophies and psychology of both. There are the daily mechanics (no pun, really) of the operation of the airfields behind the lines on both sides; there is the climax of the dogfight between the two. The setting is World War I.

TAFFRAIL TALK

EVER TRY TO catch a firefly? It's a slow way to earn spending money.

Some people appear to be better at it than others.

A few months ago (in November, to be exact), we described in these columns the efforts of the Naval Weapons Laboratory at Dahlgren, Va., to find 25,000 fireflies for one of their research programs. We wished them luck but, in our own private opinion, didn't think too much of their chances of success. We've tried catching fireflies. On the lawn, during a warm, moist evening in midsummer. Pleasant, but not productive.

However, the afficionados of Dahlgren are more determined.

Somewhat shaken, our good friend Amos W. Clary, Dahlgren's PAO, gave us a firsthand account:

"The results of our request for fireflies in the research project were overwhelming. We were really bugged—so much so that we had to call a halt after one week. Not only had the 25,000-bug quota been reached in this time, but we had an extra 10,000 on our hands. I didn't think there were that many fireflies in the world.

"When the program began, our people here hoped to receive about 1000 bugs a day.

"It didn't turn out that way. In some cases, just one individual would bring in that many. I don't know where they got them. There were instances where people traveled 30 miles to turn in the fireflies.

"Two of NWL's employees associated with the program volunteered to receive fireflies at their homes in Fredericksburg, Va. People—grownups as well as kids—were lined up outside their houses for hours, all with their jars of bugs. Never saw anything like it in my life."

No matter what the ultimate results may be, Project Firefly did prove that Dahlgren has lots of friends.

★ ★ ★

Dahlgren's problem was unique—and the word is used after due deliberation. Recently, however, Naval Air Transport Wing Pacific faced a problem common to every command—how to express its appreciation to Joe, or Tom, or Harry, as the case may be—when he retires.

In this instance, the question was the same, but the name was Hank. During the latter part of January, Commander Henry P. Jorda retired. CDR Jorda is a former member of the Moffett-based Air Transport Squadron Seven and was a former commanding officer of Air Development Squadron Six (VX 6), the primary Antarctic support squadron.

What kind of memento would be appropriate and unusual? One that he'd treasure. The solution was—unique. Lieutenant Commander Joseph Detwiler had the answer all the time, tucked away safely in a freezer.

During the retirement ceremonies, CDR Jorda was presented with a great big, guaranteed genuine, chunk of ice more-or-less fresh from the Antarctic.

While in the Antarctic last November as a part of Pacific's Deep Freeze '67 Task Unit, CDR Detwiler had chopped a sizeable chunk of ice from Barne Glacier near McMurdo Sound just for this purpose and had carefully preserved it ever since.

Now it's CDR Jorda's (Ret.) problem.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keynotes of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

Here are a few suggestions for preparing and submitting material:

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event must be received before the first day of the month preceding the month of intended publication.

Address material to Editor, ALL HANDS, 1809 Arlington Annex, Navy Department, Washington, D.C. 20370.

• **AT RIGHT: NAVY FAMILY**—Chief Yeoman Robert L. Yount, USN, was passing through the Bureau of Naval Personnel with wife and children on his way to his next duty assignment when this Navy family portrait was taken. *Seated:* Wife Margaret; and Chief Yount. *Standing left to rt:* Jo, age 12; Lora, age 15; Sheila, age 13; and Michael, age 11. ➡

Two Reserve pilots from Helicopter Antisubmarine Squadron (HS) 861 fly over the Chesapeake Bay on a training mission. HS–861 is one of 12 Selected Air Reserve squadrons attached to Naval Air Reserve Training Unit, Norfolk, Va. Mission of this squadron is to train for and maintain ASW capabilities in order to provide maximum readiness.

NAVAL RESERVISTS ON THE JOB

208.3:
604

ALL HANDS★

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

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JUN 8 1967

This magazine is intended
for 10 readers. All should
soon as possible.
COPY ALONG

MAY 1967

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The Bureau invites requests for additional copies as necessary to comply with the basic directives. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to subactivities the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant U.S. Marine Corps. Requests from Marine Activities should be addressed to the Commandant. PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. The rate for ALL HANDS is 25 cents per copy (except for the December 1963 Rights and Benefits issue, which is 50 cents per copy); subscription price $2.50 a year, domestic (including FPO and APO address for overseas mail); $3.50 foreign. Remittances should be made to the Superintendent of Documents. Subscriptions are accepted for one, two or three years.

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

May 1967 Nav-Pers-O NUMBER 604

VICE ADMIRAL BENEDICT J. SEMMES, Jr., USN
The Chief of Naval Personnel
REAR ADMIRAL BERNARD M. STREAN, USN
The Deputy Chief of Naval Personnel
CAPTAIN JAMES G. ANDREWS, USN
Assistant Chief for Morale Services

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- **AT LEFT:** UNDERSTOOD—Signalmen copy incoming blinker light message as COMPHIBRON Three enters port. Unfortunately, name of ship and photographer cannot be credited because this information was not included in the caption.

- **FRONT COVER:** SYMBOLIC OF THE DESTROYER FLEET—A swift greyhound forges through the waves, leaving free sealanes in its wake.—Actual model for artwork done by ALL HANDS staff artist Peter Sasgen was the escort ship USS *Edward McDonnell* (DE 1043).

- **CREDIT:** All photographs published in ALL HANDS Magazine are official Department of Defense photos unless otherwise designated.

SEALS IN ACTION

Navy's Triphibian

THE NAVY'S SEAL TEAMS are trained to conduct small unit reconnaissance, ambush, and demolition raid missions in enemy-controlled areas. Seals are able to operate with little support in restricted waters or in a land environment.

Seals (derived from the words Sea, Air and Land) compare with the U. S. Army's Special Forces or the Air Force's Commandos, and can be classified as combination frogmen, paratroopers and commandos.

To earn a place with this elite group a man must undergo an extensive training program.

All Seals are volunteers who are selected from the Navy's highly trained Underwater Demolition Teams (UDTs).

As well as being UDT men, Seals must be qualified parachute jumpers, proficient in at least one foreign

Teams

language and experts in all types of hand-to-hand combat and self-defense measures.

In addition, they must be in excellent physical condition, highly motivated, mature, stable and self-reliant.

In essence, Seal training teaches reconnaissance, demolition and search and rescue.

Besides Navy training facilities, Seals also utilize Army and Air Force facilities.

Seals get extra pay because of the nature of their work. Each Officer Seal is paid $220 per month above his regular pay: $110 for parachuting and $110 for demolition work. Enlisted Seals receive $110 per month extra: $55 for parachuting and $55 for demolition work.

The first Seal teams were commissioned in 1962. At present there are over 100 Seals assigned to the Pacific Fleet.

Seal Team One, based at the U. S. Naval Amphibious Base, Coronado, Calif., deploys detachments to the Vietnam conflict zone and other areas of U. S. Pacific Fleet operations. The team is a component of the Naval Operations Support Group, Pacific, also based at Coronado. Other units making up the group are Underwater Demolition Teams 11 and 12, Beach Jumper Unit One and Boat Support Unit One. The Support Group functions as the reconnaissance, raiding and unconventional warfare arm of the Amphibious Force, Pacific Fleet.

Clockwise from Upper Left: (1) Sea-Air-Land capabilities gave the Seals their name. These "amphibious commandos" practice making stealthy approaches and retreats by rubber boats. (2) Viet Cong sampan crew is caught by Seal Team. (3) Three members of the U. S. Navy Seal team descend from hovering helicopter by rappelling ropes to set up an ambush in the jungle. (4) Navy Seals slip ashore from an armed LCM-6 to set an ambush in Vietnam. (5) Green and black "warpaint" and camouflaged uniforms allow Seals to blend into natural surroundings. (6) Members of a U. S. Navy Seal team aboard mechanized landing craft fire on Viet Cong huts during special Vietnamese/American operation in the Rung Sat Special Zone. (7) Navy Seals train with rapid fire M-18 grenade launcher. The 40-mm "Honeywell" launcher fires at a rate of 250 rounds per minute with effective range of 350 yards.

ATOMIC TWO—*USS Snook* (SSN 592) and *USS Scamp* (SSN 588) are two of four nuclear subs with SubFlot One.

Sailing With SubFlot

SUBMARINE rescue ship *USS Florikan.* (ASR 9) is on guard topside. *USS Salmon* shown here as an SSR is biggest submarine in the group.

SUBMARINE Flotilla One is no stranger to the San Diego naval complex. It has been around for 18 years—about as long as some of its younger sailors. The flotilla is headquarters for all the subs on the west coast and is made up of squadrons Three and Five, each with three divisions.

Broken down into more tangible proportions, this means 29 submarines, two submarine tenders and two rescue ships. Four nuclear subs are in its arsenal—USS *Scamp* (SSN 588), *Sculpin* (SSN 590), *Snook* (SSN 592) and *Permit* (SSN 594).

Except for USS *Salmon* (SS 573), all the flotilla's conventional submarines were commissioned during or shortly after World War II. Although the conventional subs are aging ladies, they have had their faces lifted and now have a modern look that gives them high marks in antisubmarine warfare potential. All are perfectly capable of detecting and destroying an enemy sub.

The various units of SubFlot One spend considerable time with surface ships and Navy aircraft in hunter-killer exercises. Some of the subs are operating with the U. S. Seventh Fleet in the western Pacific.

The stateside submarines are berthed at Ballast Point on the Point Loma Peninsula near the entrance to San Diego Harbor. This is their base for operations and the place where they receive tender care from USS *Sperry* (AS 12) and *Nereus* (AS 17).

ONLY ONE of SubFlot One's original ships is still with it—she is USS *Volador* (SS 490). She was, in fact, the flotilla's flagship when SubFlot

TENDER LADY—*USS Sperry* (AS 12) is one of two serving with SubFlot One.

Chanticleer-rescue-salvage team.

One

One was activated on 15 Nov 1949.

Nowadays, *Volador* is older and perhaps wiser. She is no longer the flagship but she keeps young at heart by being overhauled every now and then. *Volador* came close to non-existence. She was on the building ways at the Naval Shipyard, Portsmouth, N. H. when World War II ended in 1945. Work wasn't resumed on her until August 1947 and she was launched in May 1948.

After builder's trials, she entered the Fleet as one of the latest Greater Underwater Propulsion Power (GUPPY) snorkel attack-type submarines in the Navy. She could attain high speeds and cruise underwater for long periods of time.

A funny thing happened to *Volador* during a Reserve training cruise to Hawaii in 1950. Her crew expected to be out of San Diego only two weeks but Korea erupted into world prominence and *Volador* didn't return for several months.

During her lengthened cruise, *Volador* and her men rescued two Navy pilots and a war correspondent from the Pacific after their helicopter crashed off the coast of Korea.

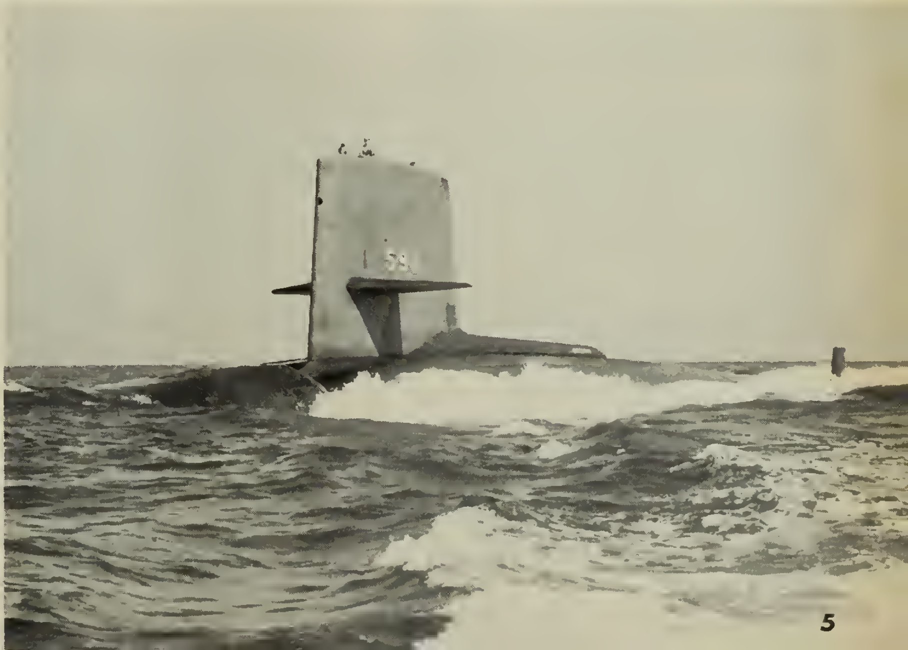
For the next three years, *Volador* operated locally from San Diego but did make cruises to Seattle and Alaska to operate with Canadian ships and Fleet aircraft. Cruises with the Canadians, in fact, became almost habitual for *Volador* during the next nine years.

In 1962, *Volador* entered the San Francisco Naval Shipyard to be converted to the Guppy III class under the Fleet Rehabilitation and Modernization Program (FRAM). When she emerged from surgery, she was 15 feet longer and sported new electronic, fire control and sonar equipment. She became one of the most modern diesel-electric submarines in the Fleet.

Volador has seen 17 flotilla commanders and several skippers of her own come and go, in addition to countless men in her crews. She is, however, basically no different than she was when she joined the flotilla—still steadfast and loyal.

TWO MORE A SUBS—SubFlot One's atomic team is rounded out by USS *Permit* (SSN 594) above, and USS *Sculpin* (SSN 590) shown below on cruise.

IF YOU HEAR a submarine sailor in San Diego talking about Big Sal, the chances are he won't be referring



TRIESTE II is part of SubFlot One's Deep Submergence Group. *Rt:* *USS Nereus* (AS 17) shares the tending duties.

to a fat lady named Sally. More than likely, he will mean uss *Salmon* (SS 573).

Sal has been called unique by her crew and maybe she is. Among other superlatives, her crew says she is the longest and largest conventional submarine in the world.

They also claim she is the youngest diesel-powered ship in Submarine Flotilla One and that she is the first sub to receive a gold efficiency E.

The present *Salmon* is the third to bear the name, the other two were commissioned in 1910 and 1935. The latter was one of the S Class—a result of the London Treaty of 1935.

The present *Salmon* was commissioned in August 1956. She measures more than 350 feet and displaces 2334 tons. Originally, *Sal* was a radar picket submarine and, as such, literally bristled with radar and electronic equipment. *Sal's* high surface speed made it possible to operate in fast company—even carrier task forces. In addition to controlling aircraft, *Sal* provided early warning of enemy air attacks.

When the Submarine Radar Picket Program was reevaluated in 1961, *Sal* was redesignated an attack submarine and, in 1965 a high capacity Guppy battery and the three PUFFS sonar domes were installed.

In 1963, *Sal* surpassed her own record by adding a gold hashmark to her solid gold E becoming, according to her crew, the first submarine in history to be awarded the battle efficiency E for six consecutive years.

SubFlot One has a couple of types that even experienced sailors don't see every day. They are the submarine rescue vessels uss *Chanticleer* (ASR 7) and *Florikan* (ASR 9). They participate in salvage operations and train Navymen to rescue submarine crews.

The two ships are similar in appearance and characteristics. *Chanticleer*, for example, carries a crew of five officers and 75 enlisted men. She is over 251 feet long and has a 42-foot beam. She displaces 2040 tons and can travel at more than 14 knots.

Fortunately, few submarines have to be rescued and salvage work sometimes runs thin, so the two ships double as target, screen escort and torpedo recovery vessels. They are frequently called upon to assist in special projects. One such project was the recovery of a Navy *Cutlass* jet fighter which had crashed off Point Mugu, Calif. Another was keeping a severely damaged ship afloat after a collision and escorting her nearly 200 miles to San Diego.

Last year, *Chanticleer* launched an operation to help supply the Navy with divers. The program consisted of lectures, movies, quizzes and indoctrination dives during which minor underwater tasks were performed.

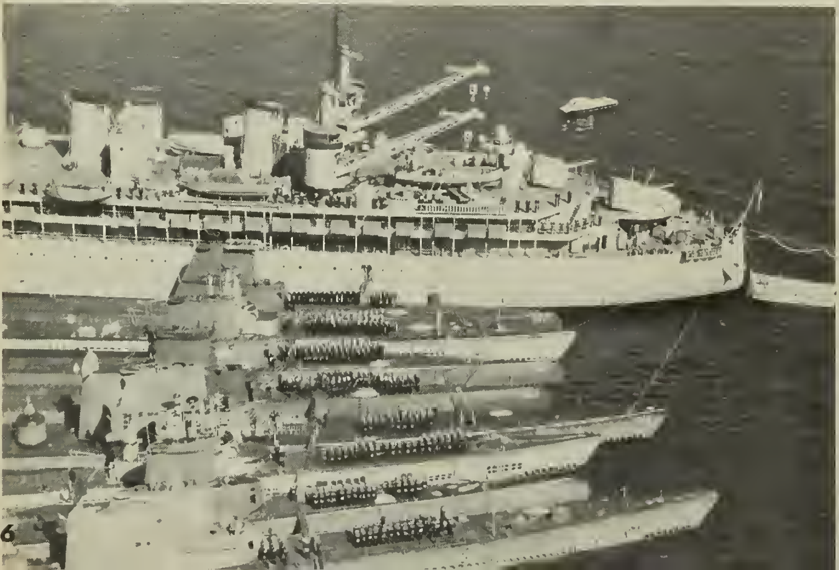
The establishment of a deep submergence group has been one of the later developments in Submarine Flotilla One. The group was established in 1965 and trains hydronauts —underseamen who man the fleet of submersible vehicles.

Hydronauts test and pilot the deep submergence vehicles and supply the public with much of what it knows concerning the world beneath the sea.

One of the better known vehicles of the deep submergence group is *Trieste II*—the deep-diving, record-breaking bathyscaph known to the world for its many underwater exploits both in its present form and as the original *Trieste* designed by Professor Piccard of Switzerland.

To support *Trieste II* operations, the Deep Submergence Group also has a specially designed bathyscaph floating drydock.

GOING CONCERN—1955 SubFlot One change of command looked like this.



Pearl's Hammerhead

PEARL HARBOR's giant 200-ton capacity hammerhead crane has been in operation since 1935, at the Naval Shipyard's ship repair facility.

The behemoth weighs over 960 tons, and is over 165 feet tall. During World War II, it was the only crane on the island capable of removing the gun barrels from a battleship's gun turret, and it played a big part in the renovation of several of the battleships damaged during the attack on Pearl Harbor.

The crane is capable of hoisting more than 450,000 pounds at a speed of 11 feet per minute, and can swing a maximum load around in a little more than six minutes.

The hammerhead is used only for jobs that are too big for the other cranes at the shipyard; jobs such as lifting turbo-electric generators and electrical equipment from the holds of cargo ships, or moving equipment which weighs more than a hundred tons.

A Hawaiian tapa-cloth pattern has been painted on the sides of the hammerhead, marking it unmistakably as the Pearl Harbor hammerhead.

Clockwise from Top: (1) Operator lowers hammerhead's hook during equipment test. (2) Hammerhead looms high over Pearl Harbor Naval Shipyard. (3) The giant of cranes moves a shipyard crane for overhaul. (4) Hammerhead and fellow weightlifters on the job.

HERE'S WHERE—Aircraft handling officer tells directors where he wants turn-around. *Rt: Phantom* is towed to start.

TURN-AROUND: ALL SET

WITHIN 30 TO 45 MINUTES a crew of skilled professionals completes a thorough inspection, fuels, performs minor repairs and adjustments, services the air, oxygen, and hydraulic systems, and rearms and respots an airplane aboard a U. S. Navy aircraft carrier. This is a "turn-around."

A typical sequence repeated more than 30 times a day aboard USS *Coral Sea* (CVA 43), for example, starts with the landing of an F4B *Phantom*. (*Coral Sea* operates with two aircraft squadrons — VF-21 and VF-154.)

As the pilot clears the landing area and taxis toward the bow of the ship, he gives his waiting maintenance supervisor a thumbs-up signal to tell him that, according to the instruments in the cockpit and the feel of the plane, it is ready for another flight. The back seat man or Radar Intercept Officer (RIO) also indicates that his equipment is working properly. These signals are relayed to everyone involved in the turn-around. The Aircraft Handling Officer uses them to plan his next launch spot. The Lox, fueling and ordnance crews use them to determine their servicing priorities, and the squadron maintenancemen use them to coordinate the activities of their trouble-shooting crews.

After the *Phantom* is secured and its engines are shut down, the plane captain climbs up to the cockpit area to help the pilot and RIO with their equipment and give them a hand in disengaging themselves from the parachute harness and ejection seat. This usually is the time he receives his instructions concerning specific items he should check on before the airplane flies again: a dirty windscreen; a pencil dropped in the cockpit; or any other thing which could affect the next strike.

Once on the flight deck, the Pilot-RIO team discusses with the maintenance supervisor as they perform their post-flight inspection of the airplane any possible items which may require further or closer investigation.

This inspection, carried out in conjunction with the tests and checks performed by the various servicing crews, not only confirms the pilot's feel in the air, and his instrument readings, but may reveal danger signals such as a structural failure, a possible fuel or hydraulic leak, or a worn tire. While the squadron's maintenancemen are making their inspections, the red shirt fueling crews fill the empty tanks with JP-5 jet engine fuel at the rate of 125 gallons per minute.

Under each wing the ordnance crews position, load, and fuse the bombs, missiles and rockets assigned for the next mission. They make

THUMBS UP—Pilot signals his maintenance chief his F4B is OK. *Rt:* Pilots walk to their planes to fly another mission.

PLANE captain services his craft.

GETTING SET—Coral Sea ordnanceman moves bomb across deck to rearm plane. *Below: Phantom,* loaded with *Sidewinders,* is refueled for flight.

TO GO

the final electrical and mechanical connections between the weapons and the airplane's bomb racks and test the installation for security and correct operation.

When the fueling is completed the Lox (liquid oxygen) men move in and fill the plane's converters. (Since jet aircraft fly at extreme altitudes the pilots must breathe oxygen. Liquefied oxygen is condensed in a small container where it is converted to its gaseous state and supplied to the flight crew for breathing at high altitudes.)

With the time for the next launch rapidly approaching, the flight deck crew takes over. A tow bar is attached to the nose wheel, and a tractor hitched to the other end. At a signal of the yellow-shirted director, the plane captain climbs into the cockpit to ride the *Phantom's* brakes.

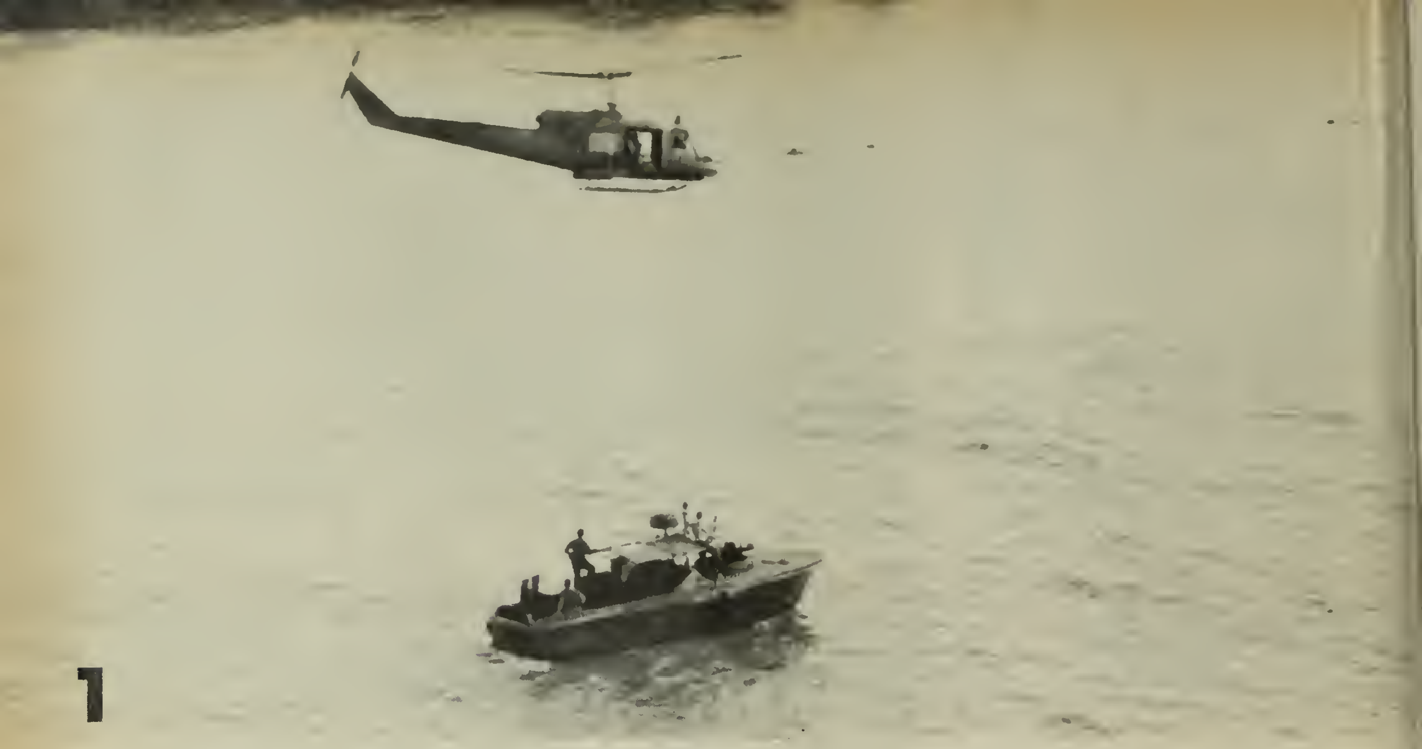
At the same time, the director's crew removes the chains which were securing the aircraft to the deck during this preparation period. The plane is towed toward the after end of the flight deck where it is spotted exactly where the Aircraft Handling Officer indicated it should be when he placed the scale model on his planning board in Flight Deck Control.

Only minutes after the ready *Phantom* has been secured in its new spot, the loudspeaker announces "Pilots are manning aircraft for the next launch."

The new Pilot-RIO team members make their pre-flight inspections to insure there have been no slip-ups during the preparation, then strap into their cockpits and, on signal, start the engines. Finally, after completing all of their systems and equipment tests, they give their thumbs-up signal and prepare to taxi toward the catapult. . . Another turnaround completed.

The crews find shelter and relax. For there will be nothing much to do for a whole 20 minutes.

LOADING UP—*Coral Sea's* LOX crew pumps liquefied gas into aircraft.



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Seawolf on Patrol

One look around at most any place you happen to be in the Navy, either on the high seas or ashore, will tell you that the helicopter is playing many roles in the Navy today.

In Vietnam the Navy helicopter has really been outdoing itself. Missions such as medical evacuation of the wounded, rescue of downed pilots on land and at sea, bringing supplies to isolated areas, fire support and observation are among the tasks performed by the choppers.

One of the latest assignments to be given the Navy whirlybird is that of sharing river patrol missions with PBRs, river patrol boats. The *Seawolf* flying on high gives the river patrol a valuable observation point for spotting Viet Cong junks, sampans, and fortifications. Armed with rockets and M-60 machine guns, the *Seawolf* can dish out devastating firepower to support the boats on the surface.

These photos will give a hint as to what it is like to fly one of these armed copters on a combat patrol in the Vietnam fighting zone.

2

3

(1) A Navy armed *Seawolf* UH-1B helicopter teams up with a river patrol boat to search for enemy junks in the Co Chein River, central Mekong Delta in Vietnam.

(2) Port door gunner of a Navy *Seawolf* sends a rain of lead, hundreds of rounds a minute, into Viet Cong ambush positions in answer to enemy fire. The helo's M-60 machine guns and 14 rockets make the *Huey* a devastating weapon against the Viet Cong.

(3) A *Seawolf* copter pilot looks for red smoke marking the position of friendly units as he adjusts his rocket sighting device for a firing run on a Viet Cong bunker.

(4) Navy copter crewman wearing a flak vest locks on the barrel of one of the M-60 machine guns carried by the heavily armed helicopter. The barrels are removed as a safety precaution when the craft is inactive.

(5) Officer in charge of Seawolf Detachment 2S and pilots study charts while planning all-day operations in support of river patrol boats hunting the Viet Cong.

(6) Pillars of smoke, seen from a helicopter, mark the spots where this and two other *Seawolf* armed copters and U. S. Air Force F-100 jet aircraft made accurate rocket strikes on enemy units that ambushed Vietnamese river assault ships during combined U.S.-Vietnamese operations in the Mekong Delta. The helicopter is circling to make a strafing run on the position.

(7) Making a low fast pass, an armed *Seawolf* helicopter fires two of its rockets at the Viet Cong sampans attempting to escape from a canal in Vietnam.

(8) Looking over the pilot's shoulder, crewmen of the wing ship are able to see the lead helicopter of the two-ship light fire team. During an attack or low level reconnaissance, one helicopter remains aloft to provide cover while the other makes the sweep. A heavy fire team is made up of three *Seawolf* helicopters.

4

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6

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8

FOR TREATMENT, RESEARCH, TRAINING

'It Rates

IN THE COURSE of his career the Navyman will collect more in the form of medical care than he will in reenlistment bonuses.

His cough medicine is government issue, and the doctor who prescribes it does not send him a bill. Immunizations are gratis. Aspirins, eyeglasses and antacid tablets are free. His children are born in Navy hospitals or their deliveries are paid for by the government, and as they grow up their quota of cuts, bruises and broken bones costs little or nothing. Illness to a Navy family may be painful, but not to the checking account.

But the availability of medical care does not tell the entire story. Medical care, like any service, may vary in quality: The high quality of Navy medicine is every bit as important as its availability.

The National Naval Medical Center aptly represents these high medical standards. It is also partially responsible for them.

THE NATIONAL Naval Medical Center is located in Bethesda, Md., a short drive from the District of Columbia.

Almost 250 acres of park lands surround the center. Patients and their visitors stroll beneath oak, sycamore and magnolia or play golf on the nine-hole course. Children catch sunfish and small bass from the lake.

The park is dominated by the tower of Bethesda, which rises above all other buildings in the area. At its base is a cluster of lower buildings.

There are six medical components at the center. One, of course, is the hospital. The others are medical support and training organizations. They are a source of trained men and new medical techniques—two factors which are most important in the treatment of sick and injured patients.

In addition to the hospital, there is the Naval Medical School, the Naval School of Hospital Administration, the Naval Dental School, the Naval Medical Research Institute, and the Navy Toxicology Unit.

The Naval Hospital

Except for its proximity to the five support commands, Bethesda is a fairly typical naval hospital. It is not the Navy's largest; certainly not the smallest.

Each day hospital obstetricians deliver an average of six babies. A daily average of 11 major and 87 minor surgeries are performed. About 1700 outpatients are treated and 1100 radiological examinations and treatments conducted. Emergency cases average 40. The galley prepares and serves 3600 meals and the clerical staff handles 20,000 records, reports and forms.

with the World's Best'

THE NATIONAL NAVAL MEDICAL CENTER

The hospital has several specialties: microsurgery for deafness, plastic surgery, thoracic surgery, neurologic treatment, neurosurgical procedures, oncology (the study and treatment of tumorous growths), tropical diseases, radiation therapy, radioisotope studies, open heart surgery, and acrylic ocular prosthesis (artificial eyes).

It is this hospital which pioneered in the field of freeze-dried tissue preparation and storage. The world's first tissue bank was founded here in September 1949 and since has collected, sterilized and preserved human tissue through the technique. Such tissue includes, among other things, arterial segments, bone and skin.

The bank is now operated by the Naval Medical Research Institute, which furnishes freeze-dried tissue to hospitals throughout the world.

THE CARE AVAILABLE at Bethesda—and at other Navy hospitals—is evident in the treatment of Vietnam casualties. The Medical Center is prepared for the arrival of war patients each day, some with battle wounds, others with tropical diseases.

These men remain in the hospital longer than the average patient, and often pose special problems for the hospital administration.

Like all patients, the men receive the best care modern medicine can offer. Of perhaps equal importance, their stay at the hospital is made as comfortable and as pleasant as possible. Morale, as well as medicine, is important.

Casualties from Vietnam and the Seventh Fleet receive preliminary treatment in an on-the-scene medical facility. When the immediate danger is over, they are evacuated by air to a stateside hospital near their home. Those ordered to Bethesda land at Andrews AFB, where they are met by a specially equipped hospital bus or an ambulance and taken to the medical center.

The veteran's first stop is the emergency room, where a medical officer conducts a preliminary examination. A Red Cross representative provides a kit of welfare articles and asks a rather rhetorical question: Would the patient like to make a free telephone call home?

If the patient's condition is serious or critical, the presence of his next of kin is usually indicated. In such a situation the hospital can be very helpful.

Working with local and national welfare groups, transportation for the next of kin can be arranged. If child care is needed, it will be provided. If there is a question of finances, the next of kin may be provided aid and housing so they might remain near the hospital as long as necessary.

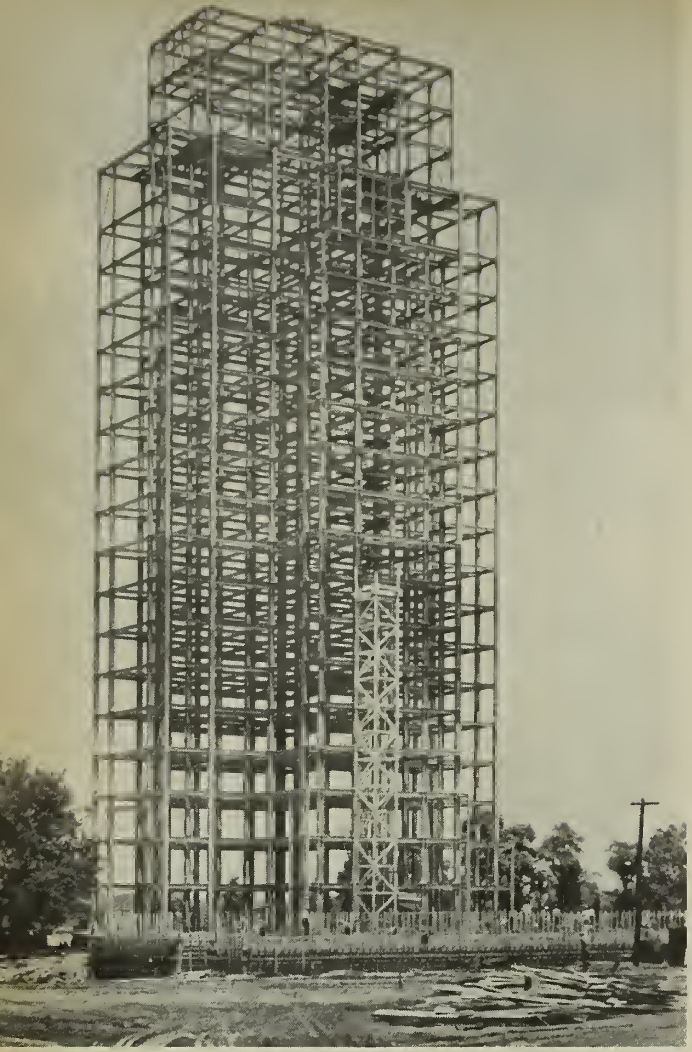
MOST CASUALTIES from Vietnam and the South China Sea face several months (three months, on the average) in the hospital, and perhaps several trips to the operating room. The hospital administration goes to great lengths to make certain these weeks are not as tedious as they might be.

The patients who are confined to bed are provided television sets. There are books—study materials if requested—games and puzzles.

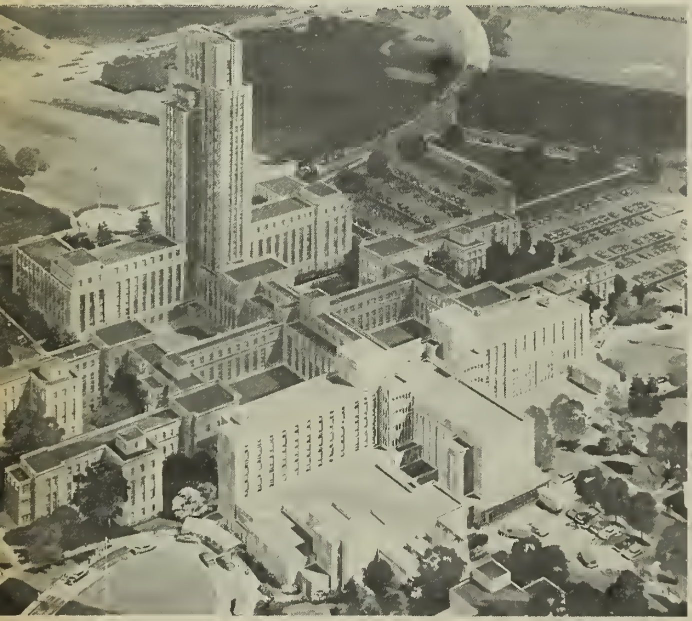
At the end of each ward is a sun porch, where the men play cards, write letters, or listen to the free jukebox (donated by a manufacturer). There is a large library and a well-equipped hobby shop. When conditions permit, the ambulatory patients may go outside into the park land.

The importance of food—good, as well as healthful—is not overlooked. Hospital messes come under a differ-

TECHNICIAN prepares nutritional fluids to study tissue cells, by passing it through germ removing filters.



THE 'BONES' of National Naval Medical Center's tower looked like this during construction in 1941. *Below:* Concept shows expanded facilities completed in 1963.



ent organization than do general messes, so they are not considered for the Ney Award. If they were, Bethesda would probably be a leading contender.

Many patients eat at the hospital mess, where they may dine in pleasantly decorated surroundings. Those who are confined in beds or who are on special diets are served in the wards. And the food is hot.

LIKE MANY LARGE hospitals, Bethesda is a teaching institution. Some of its training programs are conducted independently; others in cooperation with the adjacent Navy Medical School.

The training programs conducted at this, and other naval hospitals, are largely responsible for the proficiency of career medical officers and hospital corpsmen.

The training is usually lengthy, always thorough. A doctor who wishes to become a pediatrician, for instance, must serve a two- to three-year residency. The pediatrics program provides the highest caliber of professional medical officers to care for military children. The officers who complete the residency program are then certified by the American Board of Pediatrics.

Upon entering the program, the prospective pediatrician is designated assistant resident and is assigned equal time on the ward and in the nursery. While assigned to the nursery, he spends each afternoon in the outpatient emergency and walk-in clinics.

DURING THE FIRST part of residency training, the doctor carries out diagnostic and therapeutic procedures and is responsible for routine patient care. Later, he is able to manage, without supervision, all normal medical pediatric problems in the infant and child. He also learns to cope with most of the common medical and surgical emergencies encountered in his specialty.

In the second year of training he spends most of his time in the pediatric clinic. Two weeks are spent in the allergy clinic, one month in the cardiology and neurology departments, and two months in the pediatric psychiatry department of the Children's Hospital in Washington, D. C.

In this stage of the program emphasis is placed upon care of the child with epilepsy, diabetes, and cardiac or neurological disorders.

Third-year pediatrics residencies are of limited availability, and much sought after. The resident who qualifies may receive advanced training in a number of subspecialties: child psychiatry, neurology, cardiology, hematology, mental retardation, allergies . . . So that such training may emphasize quality rather than quantity, the resident is usually limited to no more than two or three subspecialties.

Residency training at the Bethesda hospital is also available in other fields. You may need a medical dictionary for some of them.

Internal medicine; Thoracic and cardiovascular surgery; Urology; Ophthalmology; General surgery; Radiology; Anatomic and clinical pathology; Otolaryngology; Orthopedics; Obstetrics and gynecology; Neuropsychiatry; Anesthesiology; and Plastic surgery.

Bethesda's naval hospital also has an intern training program. A rotating internship covering at least one year is provided to furnish supervised practice in internal medicine, surgery, pediatrics and obstetrics. The intern receives thorough training in laboratory diagnosis and is allowed four weeks' training in a selected subspecialty. For one month, the intern is assigned to the emergency room on a 24-hour on, 24-hour off rotation.

ENLISTED hospital corpsmen also receive formal training at the hospital. Among the specialties offered are:

- Eye, ear, nose and throat. The Navyman learns to assist medical officers in the diagnosis and treatment of eye, ear, nose and throat diseases. He sets up equipment, administers tests, and does clerical work. The course lasts 26 weeks.
- Urology. The corpsman assists the medical officer in the diagnosis and treatment of kidney and bladder problems. He becomes familiar with urology X-ray procedures, operates and maintains urology equipment, and prepares supplies and utensils. The course lasts 26 weeks.
- Operating room. The corpsman maintains the operating rooms, makes minor repairs to the equipment, and maintains the supplies. During operations he assists the surgeon and the anesthesiologist. The operating room course is 26 weeks in duration.
- Electroencephalography. The Navyman assists in performing EEG (brain wave) tests. The corpsman prepares the patients for the examination, records the results, and maintains the equipment. The course is 16 weeks long.
- Neuropsychiatry. The corpsman learns the care and treatment of neuropsychiatric patients, and to conduct certain varieties of neuropsychiatric therapy. He is trained to observe and report patients' conditions and actions, and to maintain the ward and clinical equipment. The school lasts 16 weeks.
- Cardiopulmonary. The student is trained in all phases of cardiopulmonary examinations, including cardiac catherization. He learns to photograph the inside of the heart, to make arterial puncture studies and pulmonary functions studies. He receives detailed instruction on the anatomy of the heart, lungs, and circulatory system. In addition, he learns the cardiopulmonary X-ray procedures and how to analyze the gas content in the blood. The course is 52 weeks in length.
- Electrocardiograph and basal metabolism. The Navyman conducts examinations, prepares the patient, and maintains the equipment used in electrocardiograph tests. He also learns to calculate basal metabolism during the 16-week course.
- X-ray. The hospital's X-ray training program encompasses the final 26 weeks of a 52-week course, the first segment of which is conducted at the adjacent Naval Medical School. During the training in the hospital, the X-ray technician operates the equipment, receives experience in the application of X-ray therapy, and maintains the X-ray gear. He conducts fluoroscopic examinations, carries out dosimeter monitoring duties, processes film, and maintains X-ray files.

The Naval Medical School

Though many hospitals conduct vigorous training programs, their first duty is the treatment of sick and injured. As a result, naval hospitals rely heavily upon a steady supply of qualified medical men, both officers and enlisted, trained by institutions such as the naval medical school.

At present, the on-board program for physicians and paramedical officers includes 16 separate courses ranging from a one-week course in the medical aspects of NBC warfare defense to a four-year AMA-approved residency course in anatomical and clinical pathology.

For enlisted men, the school offers 10 different training programs, including courses for clinical laboratory technicians, radioisotope technicians, optical technicians, and the Navy's only schools for medical photography and medical illustration.

In the course of training clinical laboratory technicians, the school must maintain a laboratory. To avoid duplication of effort, therefore, the medical school does the laboratory work for the hospital.

The school has a well stocked medical library. Medical department personnel may borrow medical texts and publications from the Edward Rhodes Stitt Medical Library. If foreign texts are needed, the library will provide translation service. In addition, through an inter-library loan system, data may be obtained from other libraries, including the National Library of Medicine and the Library of Congress. The Stitt Library contains more than 40,000 volumes.

The Naval Medical School pioneered the Navy's medical television program, which is now connected to federal medical activities in Washington, D. C., by an intermedical microwave TV network. The television facilities are used in teaching, and will probably form the basis for future automatic instruction of students.

THE INSTITUTION also teaches by correspondence. At present more than 4000 men and women are enrolled in Naval Medical School correspondence courses. The courses are designed primarily to prepare medical department personnel of the Inactive Reserve for active duty, but they are often taken by active duty Navymen, military men of other services and of friendly nations.

Traveling teaching teams present courses at locations throughout the U. S. at the request of the activity and upon approval of the Bureau of Medicine and Surgery. To date, courses in operational medicine and classified courses in the medical aspects of NBC warfare have

BUGGY BUSINESS—Lab student examines insect in Entomology Branch, Laboratory Department, NavMedScol.

been offered. These courses consist of lectures, publications provided on a loan basis, and many teaching aids —including professional lectures recorded on video tape.

One of the most important aspects of any organization is its ability to meet new problems and new situations. The medical school's flexibility is indicated by the recent establishment of the Global Medicine Program.

The new program is designed to train physicians in tropical medicine and military medical problems arising from the extensive operations in Southeast Asia. The program offers several specialized courses, and those medical officers who wish to participate may do so either by coming to the National Naval Medical Center or by ordering a packaged course.

THE GLOBAL medicine program consists of a variety of specialized courses, each designed for medical department Navymen bound for some specific type of duty.

For example, men bound for Southeast Asia as part of a MILPHAP group (Military Provincial Hospital Assistance Program) receive a tailor-made curriculum consisting of a series of lectures designed to indoctrinate the students in such topics as geography, geopolitics and medical aspects of counterinsurgency. These teams supply badly needed medical services to civilians in Vietnam and assist in the improvement of hospital plants and sanitary conditions.

The medical man who can spare the time to spend a few days at the Medical School will find almost every variety of training aid at his fingertips. Four study cubicles have been built, and contain the latest in training aids.

A compact eight-millimeter cartridge rear-screen projector is available for viewing teaching films. Videotaped lecture playbacks are available by means of a special tie-in with the television studio. The most up-to-date slide-sound equipment is available. Binocular compound microscopes are available for the study of slides.

IN ADDITION, the school is exploring the possibilities of including computer assisted instruction. Among other things, a computer could be used to locate patients who are afflicted with a disease under study.

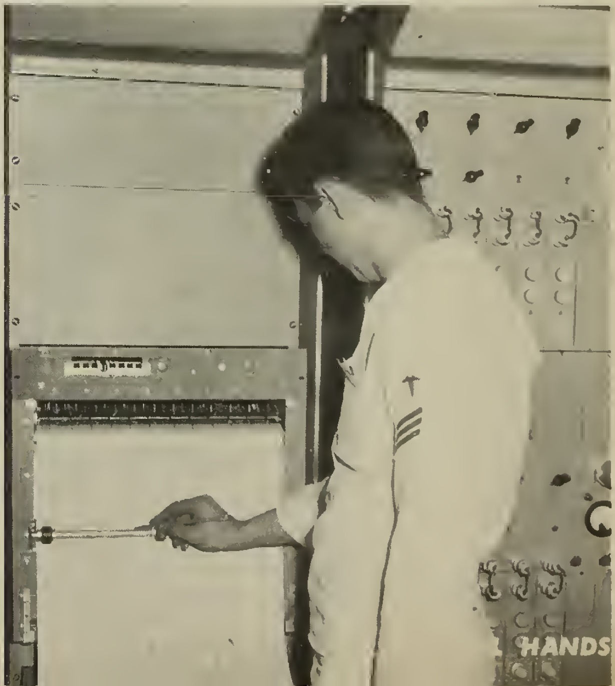
In addition to the hardware available to the global medicine student, each booth contains many reference texts and brochures covering various aspects of operational medicine. And if more information is needed, the Stitt Medical Library is easily accessible.

The courses are composed by a special staff, led by a technical informational specialist in medical science. The staff is involved in continuous reading, analysis and searching of numerous sources, such as formal scientific journals, audio-visual materials and abstracts. When necessary the staff consults with appropriate medical specialists.

New findings are especially important. They are included in the teaching material immediately, in hopes of shortening the time gap between uncovering new knowledge in medical research and the application of that knowledge in the field.

For the medical officer who cannot visit the medical center, there is a Global Medicine Synopsis series.

BRAIN—Navy medical technician checks EEG (electroencephalographic brain wave) tracings at Medical Center.



These are a group of compact refresher courses presented in convenient package form. Such courses are made available to all naval hospitals and naval field medicine training schools for use in the training and indoctrination of medical officers ordered to Southeast Asia. Diseases common to the tropics and unusual diseases not generally found in the U. S. are included in the series.

Since the medical officer is not likely to have encountered these diseases before, stress is placed on symptoms, diagnosis and accepted treatment.

In addition, the first unit of the series deals with subjects which are new and very important to the young Navy physician: problems he will encounter in a field hospital company or a collecting and clearing company. Casualty transport, medical logistics, field medical practice and environment are all included.

The contents of a typical package consist of a video recording and a looseleaf notebook of instructional materials—in effect, a self-contained miniature library. The course is intended for oral presentation with accompanying slides, which are also furnished in the package.

A good deal of other textual material is also included in each package. The student will usually find articles concerning World War II experience with the disease under study, recent publications, and bibliographical references which guide the medical officer to further material.

The Naval School of Hospital Administration

The quality of hospital administration is of the utmost importance to naval medicine. At the Naval School of Hospital Administration the Medical Service Corps Officer has the opportunity to become thoroughly versed in his field. The school offers 10 months of instruction in the modern theory and practice of progressive management.

The Naval School of Hospital Administration was originally begun in 1942 to meet the wartime demands for skilled officers. Today it is responsible for three major training programs, offers college credit through association with The George Washington University, and maintains a professional association with several other universities which offer graduate programs in hospital administration.

Courses in hospital administration are taught by military instructors, plus civilian professors from The George Washington University.

The program is designed to provide selected students maximum opportunity for development and education in the field of medical department administration.

The curriculum follows a pattern of basic subjects, with special emphasis on finance, supply, food service, hospital engineering, personnel records administration, and legal aspects of hospital administration.

Other subjects concern various aspects of accounting, business and public administration, composition, report writing, psychology, speech and statistics.

Seminars, panels and special projects afford the student an opportunity to correlate basic academic work with lecture material. The student studies, analyzes and discusses the practical aspects of medical department administration. He is also expected to solve administrative problems.

Field trips to armed forces medical facilities, civilian hospitals, the National Institutes of Health and similar institutions give the student an opportunity to observe and evaluate, at first hand, the administrative operations of a wide variety of medical activities.

OFFICERS who are selected for the 10-month course have already had substantial experience in different phases of hospital administration. The majority of students are active duty officers of the Medical Service Corps, usually lieutenants and below.

Since the school began, a total of 1102 students, consisting of 1023 naval officers, nine Army officers, 56 Air Force officers and 14 foreign officers have graduated from the school.

In addition to the 10-month school, the command offers an orientation program for officers commissioned directly from civilian life and an indoctrination program for Medical Service Corps officers commissioned from the enlisted ranks.

The orientation course is designed for men who are new both to the Navy and to the commissioned ranks. It is of one month's duration. Most of those students commissioned from civilian life hold a master's degree from an accredited school in sciences allied with medicine or from a school with a graduate program in hospital administration.

These new officers receive training in medical department organization and functions, naval orientation

PRESSURIZED—Physician emerges from experimental pressure chamber after 6-day, 600-foot working dive.

and leadership, and naval administration. The course is one month in duration.

The indoctrination program is designed for newly commissioned Medical Service Corps officers (supply and administration) who have been appointed from enlisted status. This course is also one month in duration.

The new officers receive training in naval orientation, naval leadership, naval communications and classified matter, damage control and safety, medical department orientation, hospital administration, military justice and legal aspects of hospital administration.

The Naval Dental School

The Naval Dental School is the only one of its kind in the Navy. Unlike most dental institutions, which train students to become dentists, the school is devoted entirely to advanced training.

The school provides advanced education to both the dental officer and the technician. It also has clinics serving inpatients of the Naval Hospital and active duty and retired personnel. The school has a staff of 35 dental officers, four Medical Service Corps officers, 76 dental technicians and 24 civilian employees.

The officers not only teach and carry most of the clinical load, but also engage in research studies and develop training aids, publications and correspondence courses.

Dental officers ordered to the school may take one of six 10-month courses. Of the six courses offered, one is in general dentistry and five are in dental specialties.

Training takes place in the classroom, clinic and laboratory. Many guest specialists lecture throughout the year, thus bringing a wide variety of concepts to the graduate dentist. Since 1962, when the school became affiliated with Georgetown University, officers may receive credit toward a Master of Science degree for courses taught at the dental school.

After an officer completes the graduate course, he may receive further advanced training and qualify to practice, teach, and conduct research studies in a special field. The school also offers second- and third-year levels of graduate education in five areas of special study, approved by the Council on Education and the American Dental Association.

There are usually about 28 officers enrolled in the graduate program. A total of 581 officers have completed advanced courses in general dentistry and specialties, and 64 have completed second- and third-year levels of study.

BANK ON IT—Human tissue deposits are stored at room temperature and are available for surgical use.

As for the enlisted dental technician, the school offers training which prepares the enlisted man to assist in the clinical care of patients and in administrative procedures; to fabricate dental prostheses designed by dental officers; and to maintain and repair dental equipment. Dental petty officers are trained to be technical specialists in the Advanced Prosthetic and Repair Schools and to be general dental technicians in the Advanced General School.

The repair school is the only one of its kind in the Armed Forces. Repair technicians maintain and repair some 2000 dental operating units and laboratory equipment throughout the world. A total of 1079 dental technicians have completed one of the three courses.

The school pioneered in the use of visual education for training dental personnel. At first, officers financed the project, buying apparatus and films out of personal funds. Today, the school's audiovisual department produces motion pictures, television programs and videotape recordings. Several of the motion picture films have won international awards.

The department also develops scientific exhibits, which travel internationally as well as to major dental meetings in the United States. Almost every year the school has received awards for its dental exhibits.

Members of the dental school staff are usually engaged in naval medical research studies of drugs, equipment and procedures to improve dental treatment. The school has laboratories for both biochemistry and microbiology research.

In the process of training officers and technicians, the school furnishes support for the adjacent naval hospital.

A recent innovation is a portable unit used to provide dental care to hospital patients. The unit is rolled right to the bedside.

The Naval Medical Research Institute

The research institute serves as a central biomedical laboratory for the Navy. One of its primary jobs is investigating the physiological and psychological effects of rapid technological advances—how, in other words, new machines affect the men who operate them.

The institute is also the Navy's headquarters for research on the prevention, treatment and rehabilitation concerning diseases of particular naval importance. It conducts research on infectious diseases of importance in global operations and trains Navymen in research laboratory methods.

In addition, the Naval Medical Research Institute provides an expert staff for consultation with other activities. The staff often serves on advisory and review councils.

First commissioned in World War II, the research institute was intended to solve problems arising from wartime activities. During its initial years of operation, extensive studies were conducted on protective clothing, insect repellents, sea water desalination, aviation oxygen equipment, physiological effects of tropical environments and the problems involving immersion in cold water.

Wartime activities also included the development of vaccines and body armor and studies on night vision, nutrition, oral hygiene and tropical diseases.

THE PROFESSIONAL staff at the institute includes Navy officers in the Medical, Dental and Medical Service Corps, plus a few line officers assigned for specific studies. Enlisted Navymen are often involved in the work, and may be assigned either for temporary duty or extended tours.

In addition, a core of career civil service scientists maintain continuity and orient the research program. This group is occasionally supplemented with contract personnel with specific talents needed in certain research projects.

Even the casual visitor would recognize NMRI for what it is: a laboratory. The equipment includes a human gradient calorimeter, pressure chambers, and a replica of a ship's compartment. There are surgical suites, weather rooms with controlled temperatures and humidities, rooms for virus and tissue culture work, and a high amplitude vibration laboratory. Additional equipment is installed as it is needed.

Larger equipment includes an electron microscope, mass spectrometers and an ultra-centrifuge. Supporting the staff activities are completely equipped animal laboratories, a library, an instrumentation laboratory, a photographic library and laboratory, and conference rooms.

MOST NMRI projects originate when biomedical problems arise from naval operations—or when future operations are expected to cause such problems. Today's program has three major objectives: clinical support, disease prevention, and discovering ways man can work safely with the latest sophisticated weapons systems.

As a result, the work is varied.

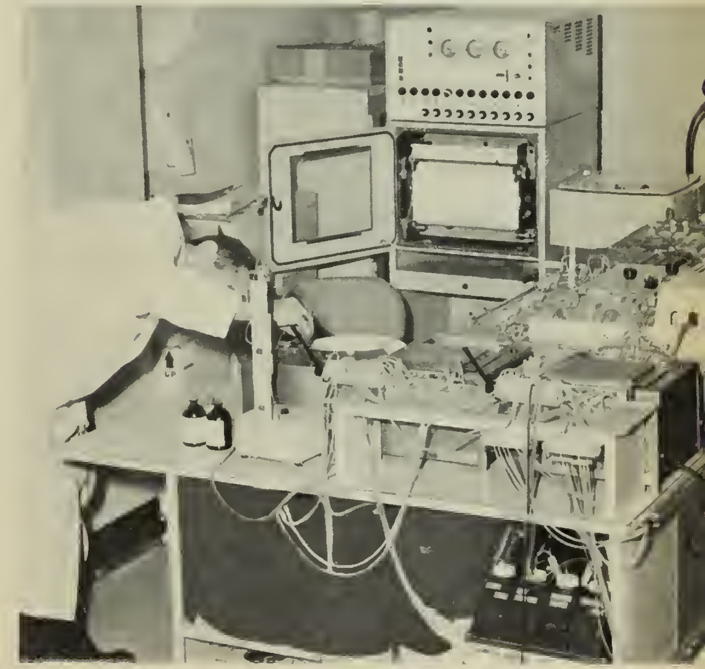
Dysentery, for instance, is a problem associated with crowded environments which has confronted the Navy for many years. One of the most complete collections of the principal strains of bacteria which have been responsible for dysentery outbreaks was collected by an NMRI investigator. Because the collection was available, along with background material on each outbreak, the institute has been able to provide data of great use in further teaching and research programs.

Considerable work has been done in areas such as submarine medicine. The institute has prepared decompression tables and determined the human tolerance to atmospheric carbon dioxide, oxygen and nitrogen.

In the area of shipboard medicine, the organization has studied motion sickness, sunburn protection and

MEDICAL CENTER—Located in the complex are medical, dental schools, research institute and toxicology unit.

IT PERFORMS 12 separate blood chemistry exams simultaneously in Clinical Chemistry Division of NavMedScol.



problems involving hygiene and toxicology.

A particularly active area has been that of experimental surgery, in which there has been considerable work related to the development of open heart surgery and vascular prostheses.

IN RESPONSE to the recent increase of meningococcic meningitis at recruit training centers, a vigorous research program was undertaken by NMRI on the control and prevention of the disease.

Other communicable and environmental diseases, both common and exotic, are also subject to NMRI investigation. Researchers look for causes, treatments and preventive measures.

The organization has also carried out extensive studies on drug toxicity in the kidney, on laser injury mechanisms, on the functional anatomy of the visual system, on mechanical pulmonary injury and on diseases of laboratory animals.

At present, the research institute is responsible for the tissue bank. Banked allografts (tissue taken from one person for grafting onto another) include cortical and cancellous bone, split-thickness skin, dura mater, aortas, aortic valves and costal cartilage.

Several methods of preserving and banking tissue are now approaching standardization, while other methods still under investigation offer possibilities for future clinical application.

The Navy Toxicology Unit

The unit provides technical and specialized services in the fields of operational toxicology and health engineering. It is primarily concerned with the toxicity problems encountered aboard ships and in the design and use of new weapons systems.

IT WORKS—Complicated gear was developed at NMRI for cultivation of malaria parasites to study infected cells.

NAVY TEAM—Navy surgeons, Navy nurses and operating room technicians perform surgery at Naval Hospital.

The organization develops and provides biological data necessary for determining permissible limits so that precautionary measures, conducive to good health practices, may be prescribed.

Safety and potential toxic effects of a large number of substances have been evaluated, ranging from torpedo propellants to aerosol shaving cream cans. Hundreds of studies have been made with experimental animals in order to find the no-effect level, or the atmospheric concentration of a substance at which no biological effect can be expected in humans living and working in closed environments such as the nuclear powered submarines.

Most of the studies carried out in the unit are concerned with effects which might result from inhalation of the material in question. However, tests are also conducted to determine what might happen if a chemical came in contact with the skin or accidentally got into the eye or was ingested.

Before the advent of the nuclear submarine program and the subsequent establishment of the Navy Toxicology Unit, the majority of available inhalation toxicity data was concerned with industrial exposures, where an individual might be exposed for eight hours a day or 40 hours a week.

But when a nuclear submarine is on station, her crew obviously cannot go home at the end of the day or take a weekend off. Consequently, most of the inhalation studies at the unit are long-term, continuous exposures where the experimental animals are exposed to relatively low levels of the contaminate continuously for three months or longer in a simulation of submarine conditions.

In addition to the activities described above, three related tenant activities are located nearby.

Armed Forces Radiobiology Research Institute

This was established in 1959 as a research laboratory for the armed forces to meet the needs of the Department of Defense in the area of radiobiology as it related to the military. The mission of the Institute is to: conduct scientific research in the field of radiobiology and related matters that are essential to the medical support of the U. S. military services, to national welfare and to the well-being of mankind.

Although the Institute's prime interest centers upon military-oriented radiology research, its investigations serve to extend knowledge in the use of controlled, safe amounts of nuclear energy for medical purposes as well as in the fields of health physics and radiation protection.

Children's Diagnostic and Study Unit

This unit is a cooperative research project between the National Institutes of Health and the Bethesda naval hospital. Situated on the grounds of the Medical Center, it serves children of military personnel eligible for care at the naval hospital.

Research is clinical in nature, concentrating on the biomedical and behavioural aspects of mental retardation. The unit provides complete diagnostic and evaluation studies aimed at detecting mental retardation in children. In addition, it provides parent counseling and guidance and, where necessary, suggests facilities where further treatment or training may be obtained.

Naval Medical Data Services Center

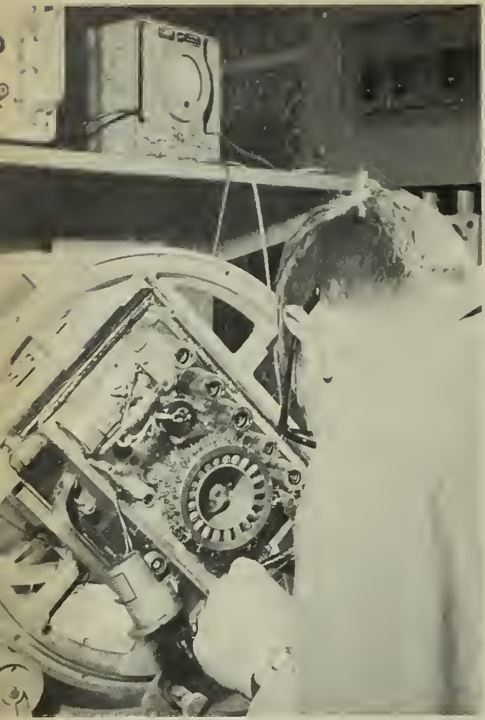
The most recent tenant activity is the data services center, established in July 1965 to provide for consolidation of automatic data processing services for the Bureau of Medicine and Surgery and other medical activities at Bethesda.

It is directing major efforts toward the development and establishment of a medical information system for processing Navy medical workload and statistical data collected from more than 300 medical facilities ashore and more than 1000 medical departments in ships at sea. The system is devised to improve record keeping, transmission of reports and retrieval of documented medical information.

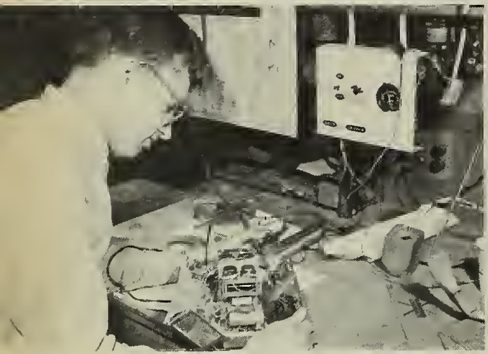
In addition, the newly installed electronic computer is being used in the various medical research programs conducted at the medical center.

There you have it—the National Naval Medical Center. It is a vast complex of medical knowledge, training and care. It stands with the best in the world, and it exists for the benefit of all Navymen.

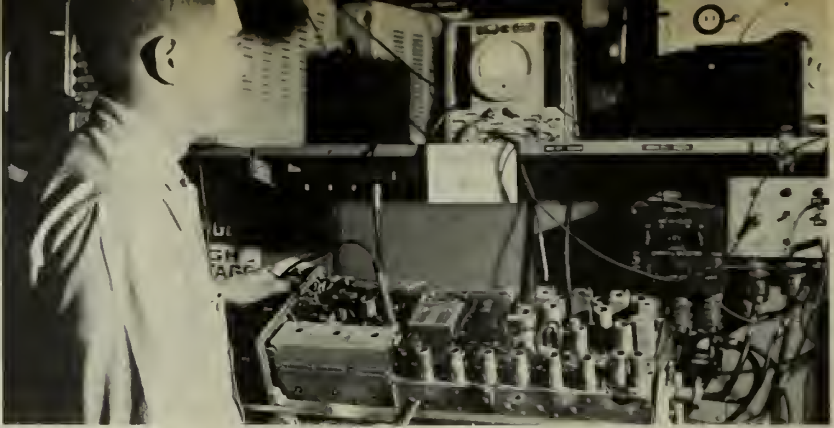
SKILLED HANDS at National Naval Medical Center, Bethesda, Md., saw and shape bone under sterile conditions.



REPAIRS are made by Aviation Electronics Technician to gear that is part of jet's navigation system. *Below:* Searching for a trouble spot.



SCRUTINY—Incoming gear is examined before sending for repairs.



TESTING—'Black box' is tested after repairs to ensure it is OK for reissue.

Electronic Wizards

THE IMPORTANCE to the Navy of the men and equipment in the electrical field can be well exemplified by the mission of the avionics shop of the Naval Auxiliary Air Station, Meridian, Miss.

Meridian's air station is host to two Navy jet basic training squadrons, Training Squadrons Seven and Nine. More than 120 T-2A *Buckeye* jets are used in the squadrons' program of instructing future Navy and Marine Corps pilots in flying jet aircraft. These trainers have complex electronic systems and when something goes wrong, it usually grounds the plane, which slows the pilot training program.

Avionics technicians and electricians of the avionics shop work a double-shift to keep these planes on the line.

The "techs" are responsible for the upkeep and repair of the aircraft's more sophisticated communications and navigational electronic gear. If an aircraft's radio should go out, the squadron sends it to the Supply Department which, in turn, sends it to the AV shop for repair. The same applies to navigational gear.

A piece of damaged equipment is given a thorough testing by one of the troubleshooting technicians. After the trouble is located the equipment is repaired or, if the work to be done is beyond the avionics shop's capacity, it is sent to the overhaul and repair facility in Pensacola, Fla.

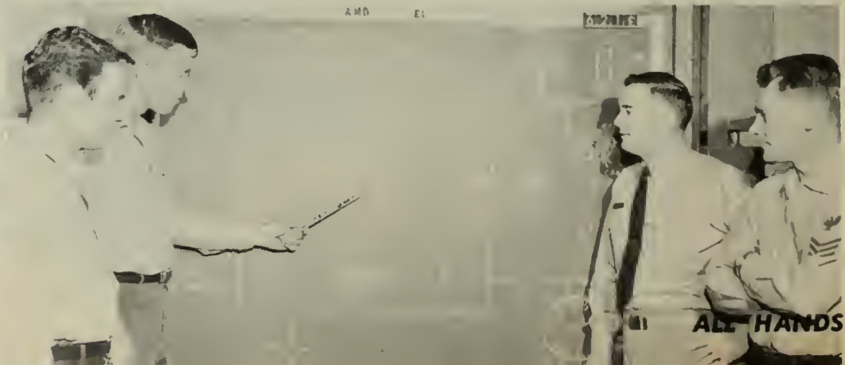
On the other side of the shop the aviation electrician's mates (AE) are at work on other electrical system parts. Instruments, AC to DC inverters, lights, ground equipment, generators and other electronics are checked and repaired. After either section of the shop finishes with a piece of equipment it is returned to the Supply Department for reissue to the squadrons.

Another responsibility of the avionics division is the upkeep of batteries. Batteries are used by the squadrons in both their aircraft and ground support vehicles.

The long hours that the squadrons' jets fly daily are hard on the electrical system, which is the reason for the two-shift workday of the avionics shop.

Training in the shop is also fitted into the schedule. New electronic equipment and systems call for a constantly increasing knowledge of their job on the part of the men who keep the planes flying.

ON THE BOARD—AEs and ATs discuss problems in repairing aviation gear.



They've Got to Be
PERFECT

Unlike most occupations, parachute rigging is a business in which nit-picking perfectionism will earn admiration and respect.

Ask any aviator.

The standard grim joke ("If it doesn't work, bring it back.") illustrates the very unfunny necessity for perfectionism. In recent years the need has increased. Today there is a good deal more to be perfectionistic about.

Look at any modern aircraft.

The rigger is responsible for survival clothing, shark repellants, life rafts, survival kits, life vests and other safety devices as well as parachutes. Even the rigger's designation has become more complex—the rating is now known as Aircrew Survival Equipmentman. But the perfectionism still prevails.

Talk to any rigger.

There is no longer a requirement for PRs to make parachute jumps before they become rated, but most jump anyway. It is proof of their commitment.

Watch any jump.

Clockwise, from top left: (1) Riggers fold chute. (2) Shroud lines are carefully packed. (3) Chute is put in container. (4) PR checks pilot's oxygen gear. (5) PRs sew chutes and canvas covers. (5) Chutes hang in drying tower.

TEAMWORK—Coast Guard rescue team of cutters and HH-52A helicopter assist merchantmen after tanker collision.

Coast Guard in the Sky

The friendship and mutual respect between the Navy and its sister service, the Coast Guard, have developed through long years of close association—and, on numerous occasions, mutual assistance.

Many Navymen have had occasion to be grateful to the Coast Guard for its important role in search and rescue. In time of war and as directed by the President, our sister sea service has operated and, if the need should arise in the future, will operate again as part of the Navy.

It is, therefore, appropriate to acquaint All Hands *readers with the mission and functions of this seagoing organization. Various aspects of the jobs it performs have been reported on in the past. The following is a historical account of a relatively little-known component of the U. S. Coast Guard—its air arm, now beginning its second half-century.*

THE AGE of flight was 13 years old when President Woodrow Wilson, on 29 Aug 1916, signed into law an act establishing an "Aerial Coast Patrol." That was the beginning of Coast Guard aviation.

Since 1916, Coast Guard aviators have flown millions of miles on search and rescue missions, often in weather when most aircraft were grounded. Thousands of hazardous open sea landings have been made to aid mariners in distress.

Coast Guard aviation, according to the statisticians, has been directly responsible for saving over 10,000 lives at sea.

The Coast Guard air arm owes its beginning to two young officers, Second Lieutenant Norman B. Hall and Third Lieutenant Elmer F. Stone. Assigned to the cutter *Onondaga*, they convinced their commanding officer, Captain B. M. Chiswell, that what the Coast Guard needed was a "flying surfboat."

ICE PATROL—HC-130B *Hercules* flies over row of icebergs off Labrador. Ice is marked and path followed.

After selling Coast Guard officials in Washington on the idea, CAPT Chiswell contacted a pioneer airplane designer and persuaded him to design a suitable aircraft for rescue work at sea. The result was a triplane flying boat with a short boatlike hull and the control surfaces mounted high on the tail booms. This plane was the forerunner of the famed NC-4.

The aviation facilities provided by the 1916 law were modest. They consisted of 10 air stations along the Atlantic and Pacific coasts, the Great Lakes and the Gulf of Mexico.

The Coast Guard was authorized to send its aviators to the Naval Air Station, Pensacola, Fla., for training. That arrangement still exists, and hundreds of Coast Guard fliers have received their wings at this facility.

Second Lieutenant Charles E. Sugden and LT Stone were the first two CG graduates at Pensacola. LT Hall, because of his professional training as a naval architect, was ordered to an airplane factory to study engineering and construction.

The first Coast Guard aviators received their wings in time to serve with American forces in Europe during World War I. LT Sugden served as CO of the Naval Air Station, Ile Tudy, France, and was awarded the Legion of Honor by the French.

THE YEARS immediately following WW I were lean ones for Coast Guard aviation, but one major event stands out—the race to win the Atlantic Blue Ribbon. Since the war had spurred the development of aviation, the idea of an aerial crossing of the Atlantic did not seem improbable. An intense rivalry developed between the U. S. and England as to which would be represented on first trans-Atlantic flight.

On 17 May 1919, Americans reading their morning papers found by the headlines that three U. S. Navy flying boats (NC-1, NC-3 and NC-4) were winging their way across the Atlantic. Of the three, only the NC-4 completed the journey; it became the first aircraft to fly the Atlantic.

The story has been told many times. The October 1955 issue of ALL HANDS published a special supplement on the NC Division, which included Admiral (then LCDR) Richard E. Byrd, USN, as a member, flying in the NC-3.

The commanding officer of NC-4 was Lieutenant Commander A. C. Read, USN. Copilot of the plane was Lieutenant Stone, USCG.

During the 1920s, Coast Guard aviation again went into the headlines in the "Rum War"—the turbulent prohibition era when rumrunners with their swift, powerful boats challenged government authority. Coast Guard craft were no match for the smugglers' fast boats; aircraft were a must. Congress came to the rescue by providing for the purchase of five aircraft—three OL-5 amphibians and two UO-4s. They were the first aircraft the Coast Guard could call its own, since all previous equipment was on loan from the Navy.

By 1940, the Coast Guard had 50 aircraft operating from 28 stations in the continental U. S., Alaska and Hawaii.

Before the U. S. officially entered World War II, Coast Guard aircraft were operating as part of the U. S. Neutrality Patrol. The mission of the patrol was to protect U. S. shipping

HALL OF FAME—Navy NC-4, copiloted by Coast Guardsman, was first to cross Atlantic. *Below:* These USCG planes have made marks in history.

UO-4s caught Prohibition rumrunners.

J2F Amphibian rescued Army fliers from Greenland glacier in 1942.

***Hercules* was CG's first turbo-prop plane. *Below:* HU-16 *Albatross*.**

H-10 Flying Boat was one of first Coast Guard rescue aircraft.

***Sea Birds* patrolled coasts for subs. *Below: Dolphins* flew below engines.**

New medium endurance team consists of 210-ft cutter and amphibious helicopter.

COAST GUARD PICKUP—Rescue helicopter sits in Straits of Florida as crewmen help Cuban refugees aboard for transfer to USCG cutter *Diligence*.

lanes from U-boats, and to protect strategically located Greenland.

When war was declared, Coast Guard aircraft became engaged in convoy coverage, antisubmarine warfare, and patrol and rescue activities. From 1941 to 1945 Coast Guard aircraft delivered 61 bombing attacks on enemy submarines, located 1000 survivors of downed aircraft and torpedoed surface craft and participated in the rescue of 65.

Ensign H. C. White, of Patrol Squadron 212, is credited with sinking the submarine U-166 in the Gulf of Mexico in August 1942.

One of the more daring, but little publicized, rescues of the war was carried out by a 29-year-old Coast Guard aviator, Lieutenant John A. Pritchard, in 1943. He was serving in the cutter *Northland* when communications were established with an Army *Flying Fortress* which had crashed on the Greenland icecap two weeks before. The plane's crew had been badly injured.

Northland was ordered to proceed at full speed to the assistance of the fliers, but many miles of icepack lay ahead and time was running out.

LT Pritchard suggested that he could save many hours by making a wheels-up landing on the glacier, using the pontoons on the cutter's plane for skis. When the okay was given for the attempt, the plane was stripped of all equipment not vital to flight.

LT Pritchard and Radioman Benjamin A. Bottoms flew over the 2000-foot glacier, scanning mile after mile of white waste for the downed B-17. When the wreckage was sighted, Pritchard landed the plane on the nearest stretch of smooth ice, four miles away.

Leaving his radioman to keep contact with *Northland*, Pritchard set out on foot for the rescue.

He found three of the survivors in great pain, starving and half frozen. After administering first aid, Pritchard led and half-carried the men back to the amphibian.

Because of the plane's load limitation, the two most seriously injured airmen were taken on the first trip; the other was left for the return trip.

The takeoff down the icy slope was as hazardous as the landing. The amphibian shot forward, bouncing along until it finally attained enough speed to become airborne. This was the first time a flier had been able to land and take off from the Greenland icecap.

It was nightfall by the time the plane reached *Northland*. Guided by a narrow searchlight beam, LT Pritchard landed on the black water. His shipmates cheered as he taxied alongside the cutter.

The next day, despite radio warnings of an approaching storm out of the north, Pritchard and Bottoms took off again to rescue the third airman. The pilot landed again on the icecap, picked up the last survivor and managed to clear the ice.

However, en route to *Northland*, the tiny plane flew into a raging storm. It was never heard from again.

END OF MISSION—Helicopter lands aboard cutter after sea search.

For their heroic efforts, both Coast Guardsmen received posthumous Distinguished Flying Crosses.

Coast Guard aviation has grown steadily since WW II in the fields of search and rescue. The planes used are no longer the wood-and-wire crates of aviation's earlier days. The techniques now used are the most advanced in the world, and serve as a guide for other countries. In the amphibious turbine-powered helicopter, the Coast Guard has at last realized its long dream of a "flying surfboat."

It is in the use of the helicopter that the Coast Guard is making some of its greatest advances. The whirlybird, with its capability of hovering over targets, and its all-around versatility, is ideally suited for search and rescue.

This was dramatically illustrated in 1965 when Hurricane Betsy brought disaster to the southeastern United States. Flying continuously, Coast Guard helicopters rescued hundreds of stranded people from the rooftops of flooded buildings.

With the construction of the two recent classes of cutters, the 210-ft *Reliance* class and the 378-ft *Hamilton* class, both with helicopter landing pads, one of the most successful operational units in the Coast Guard—the cutter-helicopter team—has developed.

Another Coast Guard operation which has been radically changed by increased use of aircraft is the International Ice Patrol. Originally a surface surveillance of North Atlantic shipping lanes, the patrol is now carried out with long-range C-130 *Hercules* patrol planes, with cutters held in a stand-by status.

In 1956, the Coast Guard's traditional responsibility for the safety of travel on and over the water was recognized in the National Search and Rescue Plan promulgated by the Department of Defense. In the plan the Coast Guard was assigned exclusive jurisdiction as Regional Search and Rescue Coordinator for the Maritime Region.

It has been an eventful half century for the Coast Guard's airmen. But, as successful as it has been, experiments and tests are continually in progress to improve equipment and operations, so the next 50 years will also be filled with accomplishments.

—Hymen R. Kaplan

SAILING IN SAN JUAN—Navymen on the town walk down old street to the museum and (rt.) visit Fort El Morro.

San Juan Holiday: Sailors Say 'Si Si'

RECENTLY THREE OPERATION SPRINGBOARD sailors were treated to a good time in San Juan, Puerto Rico. They were selected by their commanding officers to participate in the San Juan Navy League Merit Award Program. This program was initiated by the Women's Council to reward exceptional Navymen from ships visiting the area.

The three sailors honored were: Leading Seaman David Hyland, Royal Canadian Navy; Enzo Barone, SC, Italian Navy; and Personnelman Third Class Douglas Cope, USN, from USS *Arcadia* (AD 23).

They met at Fernandez Juncos pier, and started their tour in top fashion with a welcome from the mayor, Dona Felisa Rincon de Gautier. She exchanged comments on the home towns of each Navyman, for she had visited them all.

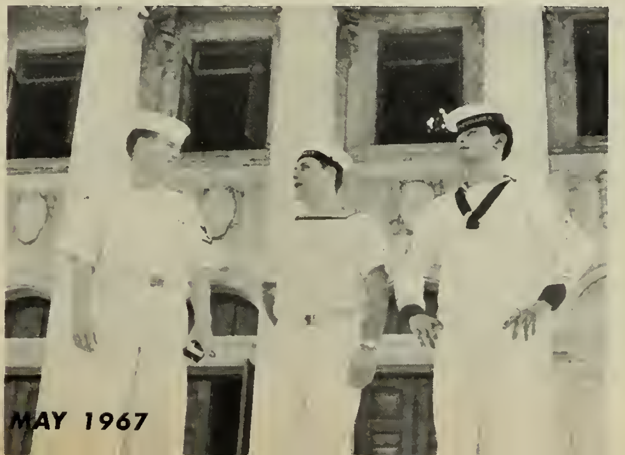
During the day the three visited interesting places such as the governor's home, built in 1533, the capitol building of Puerto Rico, and the Museum of Colonial Architecture that exhibited, along with many historic items, a scale model of the original Spanish fortifications of the walled city of San Juan.

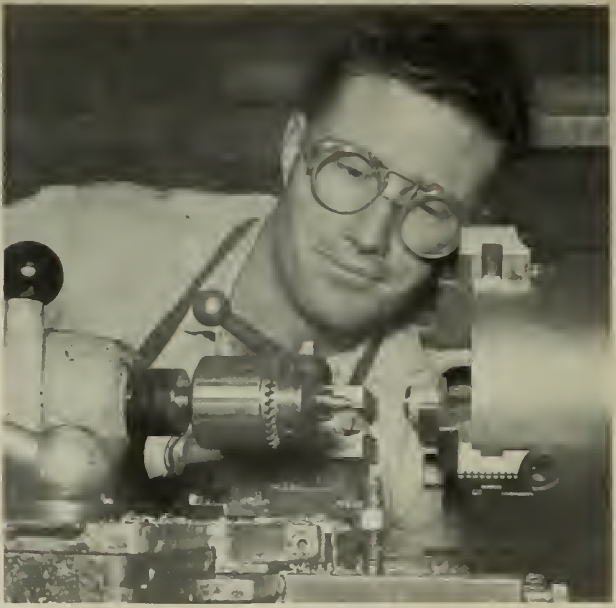
Naturally their tour included a visit to Fort El Morro, the city's famed 400-year-old landmark that rises majestically 140 feet above the sea. In old San Juan they visited the old Cristo Street shops, the cathedral across from the Square of the Nuns, and toured the luxury hotel strip. Their day was climaxed with dinner and a floor show, on the house, at one of leading hotels.

—Story by Ken Ledbetter, JO1
—Photos by C. J. Wiitala, PH1

SAILORS take in view from fort.

MEN OF THREE NAVIES pause on steps of capitol. *Rt:* The Navymen view their ships from Fernandez Juncos pier.





KEEPING THINGS GOING—Skilled Navymen aboard *USS Ajax* (AR 6) mend handrail and (rt.) machine a belt.

Uss Ajax, the Roaming Tender

Uss *Ajax* (AR 6) is a repair vessel. She is also quite a ship. And quite busy.

During one short stay in Kaohsiung, Taiwan, the crew turned out 1400 jobs for the ships on the line in the South China Sea.

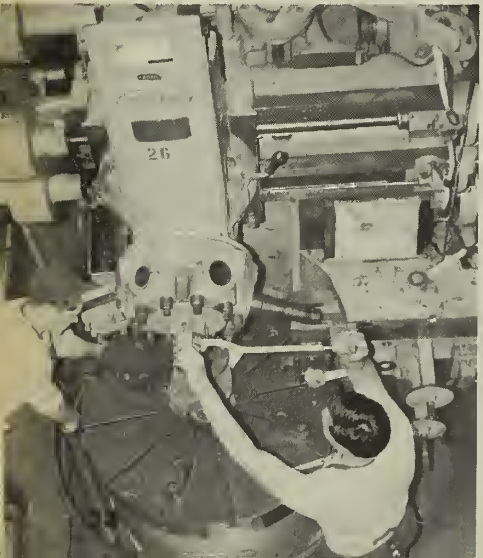
In another instance the ship received a priority order for 4000 small metal gizmos. The men in the machine shop hadn't the slightest idea what the order was for, but they had all the specifications so they manufactured gizmos until the raw material ran out.

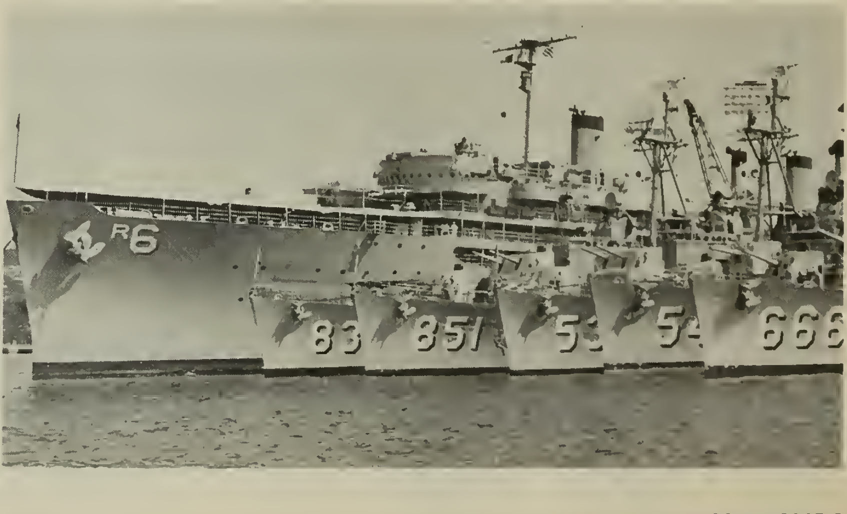
The gizmos were bomb fuse cavity filler plugs. And they were very high priority indeed.

But *Ajax* noses aren't always to the official grinder and lathe.

The Navymen sponsor an orphanage in Sasebo, Japan. Each year they arrange a Christmas party, and whenever the ship is in port the crew is likely as not to invite the children aboard for food, games and gifts. And being repairmen, the *Ajax* sailors pitch in and fix whatever needs fixing around the orphanage in their spare time.

AJAX OF ALL TRADES—Valve housing is positioned for machining in a vertical turret lathe. *Rt: Ajax* is a handyman of the Pacific Fleet. *Above:* A fine touch adjusts the balance of a stop watch in the AR's watch repair shop.





LETTERS TO THE EDITOR

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

Good Guys Wear White Hats

SIR: We were aware that Pearl Harbor's Fleet Submarine Training Facility was manned by good guys but we didn't know what a good thing we had until our personnel records were checked.

The 220 enlisted men attached to the facility have received a total of 563 good conduct awards. This represents 2.56 awards for each man.

Sixteen of our officers who have had previous enlisted service, have earned 53 good conduct awards—an average of 3.3 per officer.

Over-all, 616 awards have been divided among 235 eligible men, making an average of 2.62 good conduct awards per individual in the command.

Has any other outfit in the Navy ever had it so good?—R. C. O.

• *We don't know, but we are willing to bet you will find out a few issues hence.*

Whether or not your percentage of good guys in white hats is equaled elsewhere in the Navy, the Fleet Submarine Training Facility at Pearl Harbor merits and receives congratulations from ALL HANDS.—ED.

Gold Hashmarks

SIR: This is more in the nature of a comment than a question. It pertains to the wearing of gold lace service stripes.

I clearly understand Article 0654 of *U. S. Navy Uniform Regulations* which outlines who's eligible to wear the gold. Still, I feel that any career Navyman, although he has broken service, should be eligible to wear gold stripes, provided he meets the requirements of good conduct during the preceding 12 years' service. Otherwise, a man with broken service, after 10 years, would ultimately have to serve 22 years before he would be eligible to wear gold service stripes.—D. N. E., YN3, USN.

• *This is a subject widely misunderstood in circles both within and without the Navy. The fact is, to be entitled to wear gold service stripes, an individual not only must demonstrate faithful conduct over a period of 12 years' service, but that service must be unbroken.*

That's the single factor many persons do not realize about someone they see or know who wears gold.

Some individuals with broken service feel that not being able to wear gold lace service stripes reflects on their conduct. Remember, good conduct is primarily reflected through the Good Conduct Medal for active duty service. Not just the color of hashmarks and rating badges.

The important difference is that someone who wears gold stripes achieved two things at once. He succeeded in completing 12 years' unbroken active duty and his conduct was irreproachable.—ED.

Father of the Navy

SIR: A discussion in our office recently concerned the Father of the American Navy. I say he was John Barry, although I've read recent publications stating this honor belongs to John Paul Jones.

What's your opinion?—P. M. C., NTC, Great Lakes, Ill.

• *You've raised a highly debatable point and, to the best of our knowledge, no "official" statement has ever been made.*

It would be rather difficult to do so. As far as we can determine, such a designation would be based upon semantics and the personal opinion of the individual making the determination. For example, if you were to believe organization and administration to be essential, perhaps John Adams would be your logical choice. If winning victories were your criterion, both John Barry and John Paul Jones are, of course, leading candidates. And, for that matter, how about the Unknown Seaman of 1776 as a nomination?

However, our opinion is irrelevant. This is what the people in the Naval History Division have to say when they are queried (which is relatively frequently) on the subject:

The idea of a national Navy during the Revolution can be traced to John Adams and to many exponents in the Continental Congress, State Legislatures, and Committees of Safety.

John Paul Jones was one of the first officers commissioned in the Continental Navy and he served valiantly throughout the Revolutionary War both as a Lieutenant and Captain. His victories not only materially assisted

HANDYMAN—Sumner F. Ellis, BM1, points to intricate work on knot board he made for PO Club at Dahlgren, Va. It has 100 knots, was made in one week.

WINNER—*USS George Clymer* won PhibRon Three Battle Efficiency "E."

the struggle for independence but also laid the foundations for the American Navy's fighting traditions.

This, of course, can also be said of John Barry, who commanded Alliance, *the last ship of the Continental Navy. After the ratification of the Constitution in 1789, and the first ships of the United States Navy were authorized, President Washington issued Commission Number One to John Barry, naming him the senior naval officer. Barry held this place on the Naval list until his death in 1803.*

Thus, it can be said that not only Jones and Barry, both outstanding fighting officers, but also other men such as Adams played a key role in the early days of our Navy.

As a result, the Navy today does not make a distinction among them. We take pride not in the fact that one or the other was the "Father," but rather in the fact that we had the services of them all.—Ed.

VRB Entitlement

Sir: There is a BM2 on my ship who wants to reenlist under the Variable Reenlistment Bonus program. Is he eligible?

Also, there's an FTG1 on board who is on his second enlistment with broken service. Since he did not receive a reenlistment bonus when he reentered the Navy, is he entitled to a VRB when he reenlists?—J. T. O., YN2, usnr.

- *The answer to your first question is simple. No. The BM rating is not an eligible VRB rating regardless of rate.*

As for the FTG1, his broken service does not affect his entitlement to a VRB. If he meets the eligibility requirements stated in BuPers Inst 1133.18A, the FTG1 should be entitled to the bonus with a multiple of three.

In other words, a first reenlistment for which an individual receives a reenlistment bonus qualifies him for the VRB.—Ed.

Choice of Duty

Sir: When I was about to complete my initial enlistment, I extended for one year to qualify for a choice of duty upon my reenlistment. My first choice was NAS Willow Grove, Pa., and my second choice was NAF Johnsville, Pa. However, I received orders to NAF Lakehurst, N. J., which I did not accept.

Am I, therefore, obligated to serve out the remainder of the one-year extension I signed even though I did not receive an assignment of my choice?—R. P. P., AZ2, usn.

- *Yes.*

When you agreed to extend, you made a bargain with the Navy. Although you didn't receive one of your specific choices, your orders were to an activity within the Fourth Naval District. BuPers Inst 1306.73A states that an individual may request CONUS shore duty with naval district specified. Under this provision, NAF Lakehurst was a justifiable assignment since both Pennsylvania and New Jersey are within the Fourth Naval District.—Ed.

Gatling Guns

Sir: The July 1966 issue of your magazine fell into my hands and awoke many memories of my service in World War II as a pharmacist's mate.

One picture in that issue was of intense interest to me. As a hobby, I collect and restore gatling guns, and the picture on Page 7 of the July issue shows a very rare model 1883 54-70 gatling, with hopper for the Accles feed. Only a few of these guns were produced, and the actual record of where they were issued has long since been lost.

As far as I have been able to ascertain in the last 20 years of restoring these weapons, only seven now are known to exist.

I would be very interested in the name of the vessel shown in your picture, and also the date the photograph was taken, as well as any other details which might be known about this subject.—H. E. F., Jr.

- *The picture is of* uss Boston, *taken in 1888.*

Gatling guns were placed aboard many Navy vessels during the late 19th century; in fact, nearly every Navy ship included gatling guns in its secondary battery.

The Navy was associated with the weapon from its earliest days. A Navy board tested it at the Washington Navy Yard in May 1863. Their conclusion was that it was a very effective arm at short range, but that the manner of rifling the barrels could be improved.

A new set of barrels was made, and the Navy board tested it again two months later. The design was approved, and Admiral Dahlgren gave permission to commanders of fleets and squadrons to order the guns.

Few were requisitioned, but it is known that Admiral David Dixon Porter obtained one for use by his Mississippi Squadron. Admiral Porter's squadron apparently used the gatling primarily to drive guerrillas from the banks of the Mississippi. They were more effective than large batteries, since they were relatively light, and could be mounted on the upper decks of the steamboats.

There is evidence that the gatling was used in an amphibious capacity, also. During training maneuvers at Hampton Roads, Va., in October 1879, sailors of uss Powhatan *landed a wheeled gatling gun from a raft.*

The Model 1883 gatling gun was

used extensively in the Navy. Generally they were mounted on the ship's bridge. Others were placed on the rail of the fighting top and used to rake the enemy's decks from above.

The reports of the Secretary of the Navy, especially after 1890, made frequent mention of the gatling and other machine guns in the Bureau of Ordnance section of the reports.

The Secretary's Report for 1896 lists 36 U. S. naval vessels with gatling guns aboard. Of these, 13 had four aboard, 19 had two aboard, and four had one each.

Boston *had two gatlings aboard.*—Ed.

FIRST STEP for blimp pilots at Moffett Field was balloon training, since the lighter-than-air craft could be flown like balloons if engines failed.

Balloons and Big Guns

Sir: Here is a report which recalls an interesting aspect of yesterday's Navy, made available when one of the more experienced balloon spotters returned to the Navy's domain for a brief period recently.

Commander D. C. McGuire, usnr (Ret), the former main top spotter of the battleship *Oklahoma,* visited the First Fleet destroyer uss *Henderson* (DD 785), homeported at Long Beach, Calif. He was, naturally, particularly interested in the modern methods of gunnery, and how the art has changed since his Navy days, which date back to 1916.

CDR McGuire was *Oklahoma's* spotter back in the days when the battleships' big guns far outshot the range of visibility. Thus, a method of spotting the shots into the targets had to be developed to take full advantage of the guns' range. The balloon seemed to be the only solution. From the height of the balloon, the spotter could relay directions to the pointers and trainers in the gun mounts.

The balloons were so large and bulky that they could not be carried on the deck of the ship; instead they had to be filled with gas ashore, then tied to gunboats to be transported out to the warships. There they were hauled down to the deck and communications lines were attached. The spotter would settle himself in the basket before the whole apparatus was released to a height of about 900 feet.

It was a pretty risky business. The cable could snap, sending spotter and balloon into the atmosphere; or the balloon could burst, a not unusual occurrence, causing the balloon and the spotter to drop into the sea if the men on deck could not haul the balloon down before it lost buoyancy.

Balloon spotting, for all its danger and seemingly chaotic procedure, was a most successful venture—not to mention a most vital aspect of gunnery. Visibility was sometimes zero, sometimes 15,000 yards, but whatever the range, the spotter was the key link in the chain.

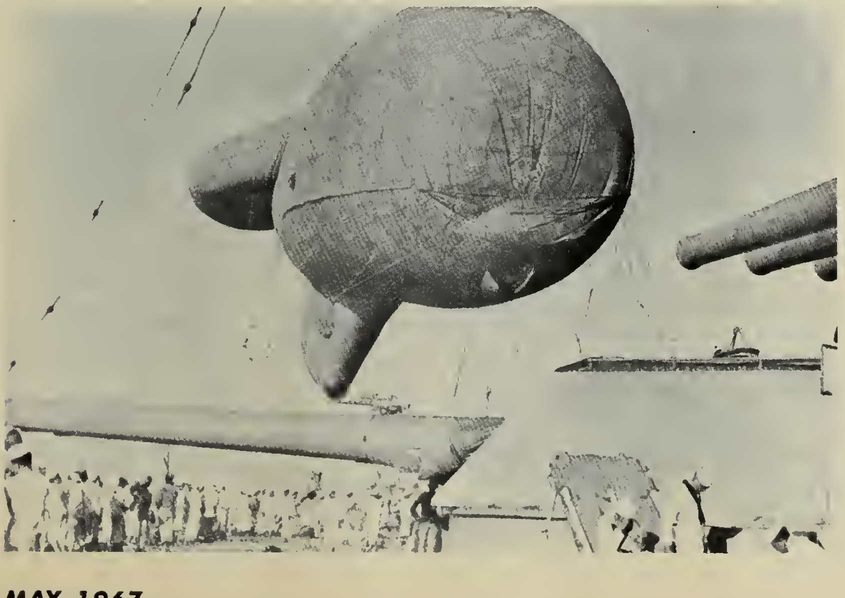
Balloon spotting also had about it an aura of competition, and it is interesting to note that one of CDR McGuire's hottest competitors was a young officer named Duncan, *Oklahoma's* fore top spotter. That young officer was to become Admiral Duncan, Vice Chief of Naval Operations.

Incidentally, one of the purposes of CDR McGuire's tour aboard *Henderson* was to visit with a representative of the latest generation of Navymen, his nephew, Commander James Elfelt, who is the destroyer's commanding officer.

While aboard *Henderson,* he marveled at the more sophisticated weaponry now available to the Fleet, such as *Dash* (drone antisubmarine helicopter), *Asroc* (antisubmarine rocket), and the computerized methods of tracking targets, which have all but obscured the memory of the spotter's balloon. All in all, CDR McGuire was tremendously impressed, but he perhaps would not get the same thrill out of the newer methods.—John Briggs, ENS, usnr.

- *Thanks to Commander McGuire and to you for recollections of the not so distant past. We are reminded also of balloon spotting during an earlier period. This was back in the Civil War days, and involved what has been called the Navy's first aircraft carrier,* George Washington Parke Custis. *That vessel was a coal barge which the Navy purchased and converted to its new job—serving as a platform from which a balloon could*

BATTLEWAGON BALLOON—Kite balloon moors to *USS Pennsylvania* between jobs. Balloons carried spotters to relay directions to gunnery crews.



CAPABLE CRUISER—*USS Springfield* (CLG 7) carries *Terrier* missiles on board to ward off a threat by air against cruiser or ships in her operating area.

take off to observe the actions and batteries of the rebel forces.

Perhaps others can add to the rather meager store of information about the hot-air era or gas age of the Navy balloon.—Ed.

Buoys Will Be Buoys

Sir: Permit me to be among the first to question the claims of the loyal men of PatRon 17. News buoys were in use in 1959-60 in the Atlantic Fleet and, I'm reasonably sure, long before.

During '59 and '60, various VW squadrons flying the Argentia-Lajes AEW barriers regularly made air drops to the DERs manning the surface barrier. These drops normally consisted of repair parts and equipment, but often included mail, newspapers and magazines for the DER crews. During the holidays, special news buoy drops of first class mail were arranged.

Thus, the earliest news buoy drops with which I am personally familiar occurred in late 1959 on this barrier. I'm reasonably confident that other commands had made similar use of news buoys long before.—A. G. Pheasant, CDR, usn.

- *It would appear that, with the help of the Fleet, we will push the origin of the news drops back in time. Perhaps not back to the ancient Greeks nor, for that matter, to the 19th century whalers, but there are other ships to be heard from. Thank you for your contribution to the subject of the Navy's newspaper buoys.*—Ed.

Hashmarks and Pay

Sir: During an office training session, two questions arose for which no conclusive answers could be found. One deals with hashmarks (or service stripes), while the other involves special pay for Service Craft duty.

According to Article 0654, *U. S. Navy Uniform Regulations*, "Enlisted personnel shall wear one service stripe for each full four years of service (other than on the Retired list) in the Navy, Marine Corps, Coast Guard, Army, Air Force, Naval Reserve, or any combination thereof."

Since Reserve time in the Marine Corps, Army and Air Force as well as in the Navy counts for pay purposes, would this time count also toward the four-year service requirement for service stripes?

Now for my second question.

Service craft billets were classified as shore duty in January 1966. Therefore, is a crewmember entitled to special pay in the form of commuted rations or sea pay?—T. W. B., PN2, usn.

- *With regard to service stripes, only Reserve time in the Naval Reserve, both active and inactive (other than on the retired list), may be counted when determining an individual's eligibility to wear "hashmarks."*

Reserve time in other services may not be counted.

As for your special pay question: If a member is permanently assigned to a specific active service craft that is equipped with berthing and messing facilities, he is entitled to sea duty pay.

However, he is not entitled to this pay for any day he is credited with Basic Allowance for Subsistence (BAS). This might include commuted or leave rations or partial BAS.

You may find the authority for such payments in the "Navy Comptroller's Manual," paragraphs 044060-2a (item 1), and 044060-2b (item 9); and in the "DOD Military Pay and Allowances Entitlements Manual," paragraphs 10703a(1) and 10705a.—Ed.

Disabled Fleet Reservist

Sir: The *Navy Guide for Retired Personnel and Their Families* states that a Navyman with 20 years' active service, if disabled, would receive a transfer to the Disability Retired List, regardless of percentage of disability.

What would happen to a member with 19 years and six months of active duty, now in the Fleet Reserve, who could not pass the physical examina-

NEW LOOK—*Pawcatuck* (AO 108) shows configuration after "jumboizing."

tion for recall to active duty? Could he lose his pension and be given disability severance pay, since he would not have the required 30 per cent disability for transfer to the disability retired list?

Also, what would happen if a man has only 19 years' service, but is receiving retainer pay by virtue of constructive time, if he acquired a disability less than 30 per cent?—R. L. L., DKC, USN.

- *If a member of the Fleet Reserve, receiving retainer pay, were to become disabled, he would be placed on the retired list at the same rate of pay. This applies no matter how he became a member of the Fleet Reserve. He would not be given severance pay.*—ED.

Saved Pay

SIR: Since being selected for appointment to warrant officer, I have become very interested in the saved pay regulations. According to the *NavCompt Manual*, volume four, chapter four, article 044022, the following types of pay may be included in saved pay computations: basic pay, basic allowance for quarters, subsistence (including comrats), sea and foreign duty pay, proficiency pay and submarine pay.

If I elect saved pay, will it continue to include my submarine pay during my course of instruction at Newport, R. I., and until I arrive at my ultimate duty station?—D. R. T., TMC (SS), USN.

- *If you elect saved pay, you will receive the submarine pay at the same rate you were receiving as an enlisted man.*

Sub pay for an enlisted man, of course, stops when the man is detached from his submarine. That would hold true for you as well.—ED.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS MAGAZINE, Room 1809, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

- USS *Washington* (BB 56)—A reunion is scheduled for July 1967. Write to USS Washington Reunion Group, Box 27035, Columbus, Ohio 43227.

- USS *Canberra* (CA 70) and (CAG 2)—A reunion is scheduled for 13, 14 and 15 October at the President Hotel, Atlantic City, N. J. For further information, write to Jerry Der Boghosian, Post Office Box 161, Bradford, Mass. 01830.

- USS *Whitehurst* (DE 634)—The crew and officers who served aboard during the Korean conflict during 1950 and 1951 are invited to a reunion 27 June at Busch Gardens in Tampa, Fla. Contact Russell E. Kemper, 4727 Knights Ave., Tampa, Fla. 33611, for further details.

- USS *Wadsworth* (DD 516)—Former shipmates, who served aboard during WW II are invited to the 25th anniversary reunion in August. Contact Tony Holmes, 3255 Cicotte Ave., Detroit, Mich. 48210.

- USS *Catskill* (LSV 1)—A reunion for the ship's crew is being planned for some time in August. Contact Robert L. Beckins, 7136 Inca Way, Denver, Colo. 80221.

- *Bombing Squadron Five* (VB 5)—A reunion in commemoration of the 25th anniversary of decommissioning will be held in late June in San Diego. Former members contact John W. Trott, 4512 Pescadero Ave., San Diego, Calif. 92107.

- *Third Special Seabees*—A reunion will be held on 14, 15 and 16 July at Des Moines, Iowa. Contact Harley D. Knutson, 5991 S. E. Vandalia, Des Moines, Iowa 50317.

- *U. S. Submarine Veterans of WW II*—All former shipmates who served in submarines during WW II are invited to attend the 13th reunion at the Sheraton-Fontenelle Hotel, Omaha, Neb., 9-13 August. Write John R. Votrobek, Jr., 5010 South 41st Ave., Omaha, Neb. 68107.

- *NATC, Corpus Christi, Texas*—WW II Navy and Marine Corps aviators who were commissioned or served at this Command are invited to a reunion to be held 25-28 October at NAS Corpus Christi. Special recognition and honor is to be given those who served during 1942. For further information write to 25th Corpus Christi Yellow Peril Reunion, PAO, NAS, Corpus Christi, Texas 78419.

- *Underwater Demolition Team No. 4*—Members who served during 1944 and 1945 are invited to a reunion with time and place to be decided by mutual consent. Write to August F. Sturm, 63 Whittingham Place, West Orange, N. J. 07052.

- *U. S. Naval Hospital, Annapolis, Md.*—All those who served during 1953 and 1954 are invited to contact William Mitchell, 142 Northwood Ave., Dayton, Ohio 45405, to work out details of a planned reunion.

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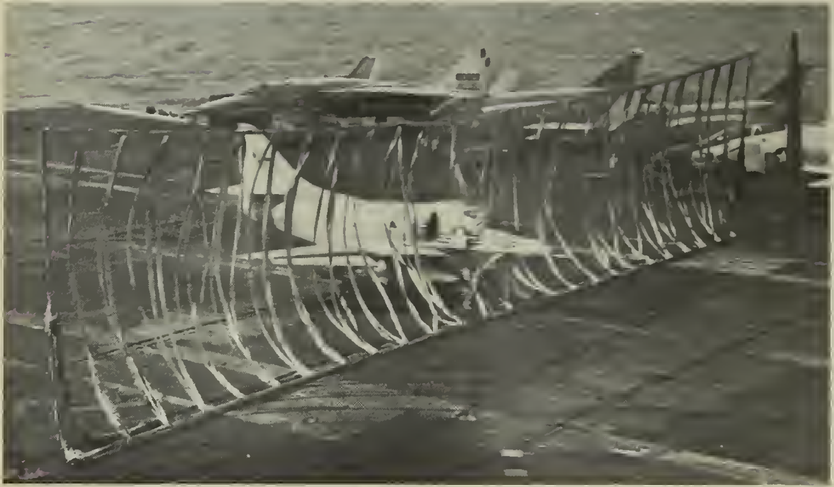


ARRESTING PICTURE—A4C *Skyhawk* hits nylon arresting barrier aboard *USS Kitty Hawk* (CVA 63) after landing gear was knocked out in bombing mission.

Strategic Warfare Office

All Navy strategic warfare activities have been placed under a central authority within the Office of the Chief of Naval Operations.

The new office, entitled Office of Director for Strategic Offensive and Defensive Systems (OP-97), will provide over-all guidance and coordination for planning, development and study of the Navy's strategic force.

Rear Admiral George H. Miller has been designated the first director of the new office. He will report to the Vice Chief of Naval Operations. RADM Miller has been Director of the Long Range Objectives Group and Chairman of the Strategic Systems Action Group in the Office of the Chief of Naval Operations.

SAYONARA—*USS Oklahoma City* is framed by bandsmen at departure from Yokosuka after two and a half years as Seventh Fleet flagship.

Kitty Hawk's Barricade

Now USS *Kitty Hawk* (CVA 63) knows what the barricade is for. Commissioned in April 1961, she had, until not long ago, no reason to use it.

However . . .

"I had just completed my bombing run on the railroad bridge complex three miles south of Ninh Binh in North Vietnam when I felt a hard thud in the aircraft," recounted Ensign John Lockhard, a member of VA 112, attached to the carrier.

"I looked around and saw no visible damage until my instruments gave a 'fire warning' signal and I realized I had been hit.

"Deciding to stick with the plane for a while, I put out a radio call explaining my situation. It was very reassuring to hear Lieutenant Don Garrish, also of Attack Squadron 112, tell me I was alright and to keep on going."

Once out over the water and comparative safety, both planes slowed down and gained altitude to enable LT Garrish to make a closer inspection of the damaged A-4C *Skyhawk*.

"I was told that I had taken a hit in the aft part of the fuselage," continued ENS Lockhard, "and that my tail hook had been damaged. We talked it over and both decided that I should radio *Kitty Hawk* and ask for a barricade landing.

"Upon reaching the ship I orbited until all the other aircraft had been recovered and the barricade put up. I didn't know how long the aircraft was going to hang together and not having ever made a barricade landing before, I tried to imagine what it would be like. Then I got the signal to land. I was given a radio briefing as I approached the flight deck and was told to fly it like any other pass. And that's exactly what I did.

"After it was over I was surprised to find the arrestment was much easier than the ones we normally make every day. It does give you a funny feeling, though, knowing that the first attempt has to be good and that you can't go around again as you normally would if your tail hook didn't catch when making your first pass."

LT Garrish, who had flown pickup during the whole operation, had this to say: "John did what he was supposed to do when he had to do it. He remained calm through the whole thing. With only 300 hours in that particular type of aircraft, he handled it like a pro—which he is."

The barricade isn't used too often these days, but it's nice to have on hand. For those unfamiliar with it, it might be said that it takes from two to three minutes to rig, consists of nylon straps held vertically between two nylon load straps, approximately six inches in diameter, stretched taut across the width of the flight deck landing area.

It has proven itself many times (not on *Kitty Hawk*) to be a good way to stop crippled planes landing at high speeds.

—Howard U. Grais, JO1, USN.

Tug Skippers Commended

Two U. S. Navy tug skippers, Robert T. Linscome, Boatswain's Mate 1st Class, and James I. Smith, Boatswain's Mate 2nd Class, have been cited for preventing a Liberian merchantman from running aground during Typhoon Helen last fall.

The pair recently received letters of commendation from Captain Yoshiharu Ezawa, chief of the Sasebo Maritime Safety Office, in a ceremony held at Fleet Activities, Sasebo.

CAPT Ezawa commended both skippers for their disregard of personal safety in venturing out into a "killer typhoon." Their work prevented the possible deaths of 40 crewmen of ss *Dona Selina* and prevented serious damage to shipping in Sasebo Harbor.

Linscome and Smith piloted their tugs through a driving rain, located the merchantman, and held her off the rocks for over three hours in the storm. Then, teaming with a city tug, the two Navy craft relieved each other for rest periods throughout the night.

The next morning, *Dona Selina* was returned to her anchorage.

THEY TUGGED ALL NIGHT—Navy tug skippers James Smith and Robert Linscome receive commendations for rescue of ship off the coast of Japan.

Motu, the Problem Solver

Crewmen on ships operating with the Fleet often run into difficulties with electronic gear for which they can't find the answers.

A team of puzzle solvers, known as Mobile Technical Units (MOTUs) show them how its done.

Ever since World War II, the Navy has continued to develop into an electronic Fleet. In January 1949, the Bureau of Ships (now the Naval Ship Systems Command) decided it was time to do something to counteract the problem of retaining trained technicians in the Navy. It assigned a team of 10 civilian electronics engineers to help Commander Service Force, U. S. Pacific Fleet, in electronics maintenance and the training of shipboard personnel. This team eventually developed into today's MOTUs.

There are 12 MOTUs in the Navy with seven assigned to ComServPac. The Pacific units are located in Treasure Island, San Diego, Long Beach, Pearl Harbor, Subic Bay, Yokosuka, and Sasebo.

A MOTU consists of senior enlisted men with many years of troubleshooting behind them. It includes such ratings as sonarmen, fire control technicians, gunner's mates and electronics technicians, assisted by civilian technicians.

To become a member of a MOTU, you must be in pay grade E-6 or above, have at least eight years' service, not more than three dependents, 36 months' obligated service, and be strongly recommended by your commanding officer.

MOTU services are available upon request at each unit headquarters. Each unit varies in size, with an average of about 21 men in the smaller and 51 in the larger. Each unit is under the command of an officer in charge.

When a ship is stumped by an electronic problem, it sends a message or makes a phone call for help to the MOTU in its area.

Upon boarding, the MOTU representative is met by the ship's Electrical Maintenance, Weapons or Communications Officer who briefs him on the problem. When the MOTU expert finds the solution, the senior man in charge of the equipment is trained in the process to solve this and similiar problems. It is up to this man to train the others under him.

When the work space is inadequate, or the right testing equipment isn't available, the equipment, if not too large to be moved from the ship,

LAST SALUTE—CAPT Lloyd F. Abel, DC, (l), and William E. Cannon, AFCM, (r), give last salute to colors during double retirement ceremony in Pensacola.

GOOD GUYS—Criterion for place in this picture was five or more Good Conduct Awards. Men are from Fleet Submarine Training Facility, Pearl Harbor.

is taken to the MOTU shop to be repaired. The man in charge of the equipment goes along to learn how to remedy the situation. Except on rare occasions, MOTU technicians do not repair the equipment themselves, but show the local man how it's done.

It seems that the problem of not enough skilled military technicians in the Fleet will always be present, but due in part to the efforts of MOTU, the Navy is able to carry on. —George Eldridge, JO3, USN

Most Popular Bird

The helicopter is fast replacing the turkey as the most popular American bird. In Southeast Asia, anyway.

A Seabee team working on people-to-people projects in border villages in Northern Thailand is using helos in what they call a vertical construction operation.

Seabee Team 0909, accompanied by two Thai Border Patrolmen and an interpreter, are flown by helicopter or STOL (short take-off and landing) aircraft into remote villages located along the Thai border.

The unit spends three days at each village, helping the villagers construct small bridges, water wheel rice mills, hand-dug water wells; small schools and a variety of other construction projects.

Then the unit is flown out of the village and returned to the base camp.

Seabee Team 0909 also is involved in many projects at their base camp, including construction of an earth-filled dam, bridges, culverts, sanitation facilities for the local schools, and the improvement of a small airstrip.

The Team's operations are under the sponsorship of the United States Operations Mission to Thailand.

WAITING FOR THE FLAG—Guided missile frigate *Biddle* spends evening hours moored at Boston Naval Shipyard while awaiting commissioning.

Fishermen Rescued

A not-so-funny thing happened to three college students fishing off the coast of San Diego one day. When they were ready to come ashore, the crank on their outboard motor broke. The boat, assisted by a fresh wind, drifted helplessly.

As luck would have it for the fishermen, however, the Navy's Utility Landing Craft 1623 passed nearby on its way from the Amphibious Base at Coronado. Frantic waving from the fishing boat attracted the attention of the Navy crew.

When the LCU came within hailing distance of the fishermen, Navymen threw them a line, lowered the ramp of the landing craft and pulled the fishing boat aboard.

The fishermen, alarmed at the rising wind and waves, were mighty glad to see the Navy on behalf of themselves and their boat which, incidentally, was brought aboard the LCU without so much as a scratch.

Ship Design Study Group

The formation of a study group to consider ship design and construction of destroyer, escort and frigate types has been announced.

The group will be formed within the Office of the Chief of Naval Operations and will concentrate primarily on the DX and DXG escorts, types which have not yet reached the drawing boards.

In January, Defense Secretary McNamara told Congress that $30 million had been earmarked in the fiscal year 1968 budget for studying the design of these ships.

In February, a DOD report stated that the study group "will examine the missions and roles for these ships and will make specific recommendations concerning the capabilities which should be built into these ships and the number which should be built."

Head of the group will be former Commander of Naval Support Activity at Da Nang, Rear Admiral Thomas R. Weschler.

Which *Calcaterra?*

Crewmen of *USS Calcaterra,* radar picket escort ship 390, did a double-take recently in Jacksonville. While moored at the destroyer piers, *Calcaterra* was passed by another escort ship, number 390.

Their ship wasn't being replaced. The second *Calcaterra* was a scale model, out on "sea trials" in the harbor.

The model was built by a *Calcaterra* crewman, Peter D. H. Tagg, Interior Communications Technician Fireman, in his spare time. Tagg was strict in every detail of the outer construction. The craft is propelled by a battery operated motor.

The crew's delight in the model was matched by the ship's officers, who noted that Tagg is just as efficient in his Navy work as he was in the model's construction.

SEA TRIALS—Model *Calcaterra* takes a turn around Jacksonville harbor while men of DER 390 (in background) watch. Model was built by crew member.

More Fresh Water at McMurdo

The Navy's first land-based nuclear powered desalination plant is now providing McMurdo Station in the Antarctic with fresh water.

A 23-man crew has been operating the nuclear power plant that has supplied McMurdo Station with electricity and heat since July 1962. The desalination plant was added to the nuclear power plant to provide water.

Known as a flash evaporator, the desalination unit was first operated almost a year ago. It was then shut down until the weather would permit construction of a distribution system. The desalting unit has now been operating continuously since January.

The evaporator's output, 14,000 gallons a day, is more than enough to supply the 250 Navymen and scientists who winter over and the base's 1250 summer population. A 55,000-gallon supply is stored in a heated building.

Obtaining fresh water from nuclear energy saves the Navy 4000 gallons of fuel oil per week, which would otherwise have to be shipped to McMurdo. Fuel oil had previously been used to melt snow for water needs. Snow is difficult to find near McMurdo because high winds sweep it from the barren volcanic rock in the area.

Bluebird Club Reopened

At Naples, Italy, the enlisted man's Bluebird Club has reopened. It had been closed for renovation since May 1966.

Those who patronized the club before it was closed would probably not recognize it today. It has new walls, a new ceiling, new lighting, new flooring and a new raised stage.

Club facilities include the main ballroom on the ground floor, a piano bar and lounge, with an adjacent amusement room in the basement, and an Early American dining room on the second floor.

O'Brien Is Back Again

The ability to spring back to the attack after being hard hit makes a great boxer—or a great ship.

The first U. S. Navy ship to be solidly hit by communist shore batteries, the Seventh Fleet destroyer USS *O'Brien* (DD 725), is now back on station off the Vietnam coast.

The attack came on the morning of 23 Dec 1966, while the ship was steaming about three miles from shore, some 21 miles north of Dong Hoi, North Vietnam.

Two men were killed and four wounded when a shell exploded in the after port section of the ship. Damage to *O'Brien* was light, although several of the ship's systems, including lighting in one part of the ship, some interior communications cables, and part of the steering system had to be repaired. One seam

AERIAL ACES—Commander C. E. Hathaway and friend plan mission over North Vietnam. CDR Hathaway, CO of VA-195, was first *Ticonderoga* pilot to fly 200 combat missions. His friend is noted as World War I flying ace.

FLEET FLIGHT—*Sea Knight* helicopter prepares for landing aboard *USS Guadalcanal* during carrier suitability tests. New model features "Droop Snoot" rotor blades and more powerful engines for increased capabilities.

above the waterline was sprung by the concussion.

O'Brien promptly returned some 130 rounds of 5-inch/38 caliber ammunition against the enemy shore battery. Aircraft from USS *Kitty Hawk* (CVA 63) and *Enterprise* (CVAN 65) were launched against the position, and the enemy soon ceased fire.

O'Brien has always been where the action is. In her first combat assignment after being commissioned in February 1944, *O'Brien* was hit by German shore batteries while shepherding a fleet of landing ships into Omaha Beach on D-Day.

Although hit in the after part of the bridge, *O'Brien* kept up her fire about three and a half hours, and furnished a smoke screen for USS *Texas* (BB 35) which had been hit, probably saving the battlewagon from more injury from shore.

Only then did she go to England for temporary repairs, and afterward to the United States for major repairs.

Later, in the Pacific War, *O'Brien* joined in the pre-invasion bombardment in the Lingayen Gulf. While she was escorting minesweepers and demolition teams in small boats around the gulf, *O'Brien* came under a Japanese suicide attack and was hit in her port side by a single engine plane which exploded, opening up a large hole in the destroyer's side.

Damage control parties stuffed mattresses and odd bits of lumber against the gaping hole, and *O'Brien* stayed on the job until invasion troops took over two days later. Then she returned to Leyte for repairs.

But she lost little time getting back to the action.

On 27 Mar 1945, another kamikaze skimmed out of Okinawa's low clouds and hit *O'Brien* just aft of the bridge, exploding a magazine.

Although casualties were heavy, devotion to duty by the crew helped *O'Brien* survive and, after receiving temporary repairs at an advance base, she finally returned to Mare Island for major repairs.

Once again, USS *O'Brien* has returned to the action, this time in the Tonkin Gulf. Her new enemies, like her old ones, have discovered that this destroyer always comes back for more.

Connie's Ordnance

While operating in the Tonkin Gulf, *Constellation* has an ammunition unrep every few days. During unreps, the ordnancemen struggle to get the ammunition below quickly as it piles up on the hangar deck. The bomb handlers use fork lifts, 21 bomb elevators, pushcarts, and plenty of muscle to store the weapons in 150 magazines located throughout the ship.

Ordnance control personnel keep track of all ordnance brought aboard the ship. When the Strike Center calls for ordnance, it's their job to get the right bomb to the right aircraft.

Requirements are passed to ordnance shops throughout the ship for rockets, bombs, or missiles. A requirement for a bomb is relayed to either of two bomb assembly areas, which serve normally as mess decks when the ship is not in combat. As the bombs are brought up from the magazines they are put together by the assembly crews. Here, fins are attached, along with mounting lugs.

From assembly, elevators take the bombs to the "roof," as the ord-

Telex at Oakland Speeds Service

By talking with a typewriter to points throughout the United States and in foreign countries, the telex system recently installed at the Naval Supply Center, Oakland, Calif., will save time and money in ordering from suppliers and filling requisitions. Oakland is now the continental focal point for most material moving to Southeast Asia.

Telex is a teleprinter exchange service which gives the Center direct communication with some 25,000 foreign and domestic firms. It also provides for more efficient communication with other firms and private individuals.

Orders or requests for prices are typed on the telex keyboard and printed in the offices of both the sender and the recipient. This allows the immediate correction of any errors and confirmation of the accuracy of quotations sent or received.

Savings come from the reduction of long-distance telephoning and telegraphing, the elimination of much dictation and typing, and savings in general clerical expenses. It also enables the Center to order material more quickly.

nancemen call the flight deck. On the flight deck bomb handlers maneuver the bombs to the planes for mounting, fusing and arming.

The bombs are lifted to the bomb racks on the planes, and the fuses installed. Moments before launch, the bombs are armed to explode either on impact, or at a specific time after they are dropped.

Okinawa Goes West

The amphibious assault ship USS *Okinawa* (LPH 3) has gone West to serve with the Pacific Fleet Amphibious Force. Her home port is now San Diego. Since her commissioning, *Okinawa* had been homeported in Norfolk.

The transfer of *Okinawa* from the Atlantic Fleet Amphibious Force makes a total of five helicopter carriers in the Pacific. USS *Iwo Jima* (LPH 2) and *Tripoli* (LPH 10) are homeported in San Diego; USS *Princeton* (LPH 5) and *Valley Forge* (LPH 8) are homeported in Long Beach.

The 602-foot *Okinawa* can carry 2000 troops and operate 24 transport helicopters. *Okinawa* was built at the Philadelphia Naval Shipyard, where she was commissioned in April 1962.

Deep Diving Sub

An entirely new deep-diving submarine is under construction at the Portsmouth Naval Shipyard, N. H.

The mission of *Dolphin* is primarily experimental, to serve as a platform for underwater research.

It will have one torpedo tube, designed for weapon evaluation.

Dolphin will be 152 feet long and be capable of submerged speeds in excess of 12 knots. Its displacement will be 900 tons, with the capability of supporting a payload of 12 tons.

During surface operations *Dolphin* is a diesel-electric propelled vehicle. While submerged it will be propelled by electrical power from silver zinc batteries.

Dolphin will be manned by three officers, 15 enlisted men and four civilian scientists.

Safety Score

Training Squadron 27, based at NAS Corpus Christi, has logged more than 55,000 accident-free flight hours and is still going strong.

The 55,000th accident-free flight hour was flown after 19 straight months of completely safe operation. During this period the squadron logged almost 150,000 landings (of which about 4000 were carrier arrested) and more than 20,000 student training flights.

Since early 1965, when the squadron's long string of safe hours began to accumulate, almost 400 students have completed the unit's multi-engine advanced flight training program.

SERIOUS DAY—Officers and men of *USS Oriskany* (CVA 34) stand at attention after receiving medals for heroism during carrier's fire last October.

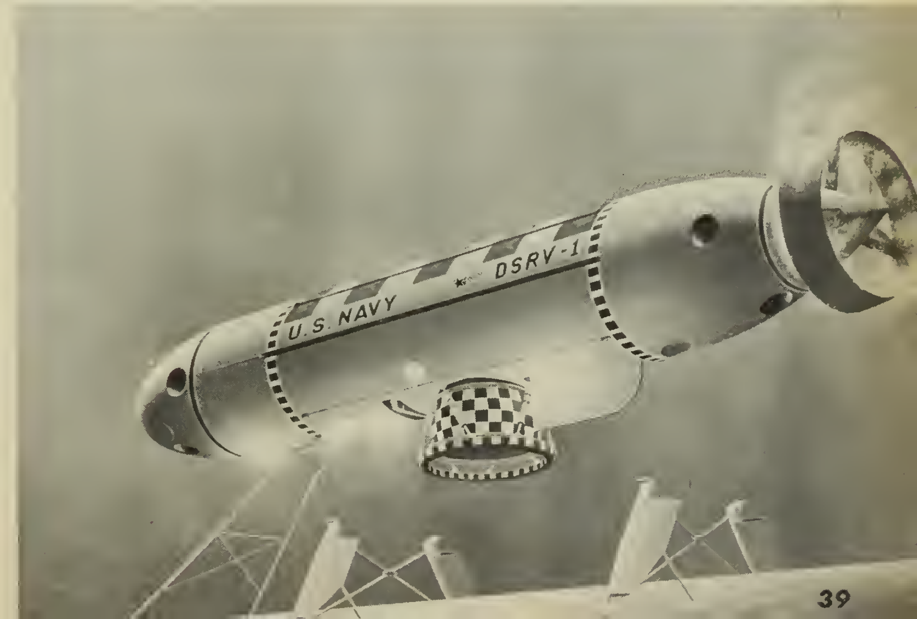
MEL's Titanium

The Marine Engineering Laboratory, in cooperation with one of the leading titanium producers, has developed a corrosion resistant titanium alloy for marine structures.

In late 1964 it was discovered that under certain test conditions some titanium alloys suffered a form of stress-corrosion cracking in sea water. MEL made a study of the metallurgical factors involved. A new composition was developed that is stress corrosion resistant, is capable of being welded, and possesses the toughness required for marine structures.

Because of its light weight and relative strength, the alloy is being considered for deep submergence hulls. It may also be used as structural material for high speed surface ships.

TO THE RESCUE—Artist's conception shows Deep Submergence Rescue Vehicle under construction. Here, it attaches for piggyback ride on sub.



SWIFT BOAT—Hydroplane *Volador,* world record holder and national champ in its class, is named for Navy sub and piloted by sub's ex-skipper (below). Boat is characteristic of namesake—it sinks. (Photo by Don Stough)

Fast Man With a Boat

Beginner's luck turned out to be pretty good for Commander Glenn M. Brewer, USN. In his rookie year as a hydroplane pilot, he has been named the 1966 U. S. National Champion in the 145-cubic-inch Inboard Hydroplane Class by the American Power Boat Association.

Early in 1966, CDR Brewer fulfilled a lifelong desire when he teamed with veteran boat racer Rod Maurer, of San Diego, and bought a hydroplane.

Since CDR Brewer was commanding USS *Volador* (SS 490) at the time, the boat was named *Volador.* The APBA cooperated with the skipper by assigning hull number S-490 to the craft.

The boat's initial Operational Readiness Inspection, a race at Lake Yosemite, Calif., ended when the boat hit a piece of debris in the water and sank.

Not to be set back by such goings-on, CDR Brewer began a winning streak which included the 145 Class trophy at the APBA Limited Inboard Hydroplane National Championship Regatta in Seattle, a new Union of International Motorboating (UIM) World Straightaway speed record of 93.532mph in his class, first place in points in the APBA's Western Division and second place in national standings in his 160-boat class.

The latest laurel to come his way was his nomination as Rookie Driver of the Year by the Southern California Speed Boat Club of Los Angeles.

To remind himself of the good and bad aspects of his first year of hydroplaning, CDR Brewer has made two additions to his boat. Since winning the national championship in Seattle, the boat has been decorated with an efficiency "E" on its side.

The craft also has a horn, which CDR Brewer installed so he can dive in true submarine fashion if he hits another piece of debris.

Pt Mugu Has Big Year

The past year was a big one for many naval commands. The Pacific Missile Range Headquarters at Point Mugu, Calif., was particularly busy.

While all the major commands in the Point Mugu complex had a busy year, one of the most active was the Naval Missile Center.

With the Vietnam conflict still holding the spotlight as the number one news story of the year, the Naval Missile Center continued with its primary mission—the testing and evaluating of missiles and rockets for military use.

Point Mugu-tested missiles received continued use in Vietnam during 1966 with a high level of success. Among them were the *Sidewinder, Bullpup,* and *Sparrow.*

Other Naval Missile Center missile programs during 1966 were *Phoenix, Walleye, Hydra Iris,* and *Shrike.*

In mid-September the *Phoenix* missile received its first full test over the Pacific Missile Range. In the test, an A3A *Skywarrior,* equipped with a *Phoenix* missile and guidance control system, located a high-speed jet target drone over the ocean by radar, locked on at long range, and intercepted it.

The Navy's technical evaluation of the *Walleye* missile also was conducted at the Missile Center during 1966. *Walleye* is a project of the Naval Air Systems Command and is described as a "television guided glide weapon."

In mid-January, a scale model of

NIGHT FLIGHT—Helicopter from *USS Mars* (AFS 1) carries cargo to *USS Canberra* during midnight underway vetical replenishment off coast of Vietnam. *Right: Sea Knight* helicopter picks up another load for *Canberra*.

an air-to-air missile was fired in a test named "Tiger Tail."

The test vehicle was launched from a tower at Point Mugu and caught in a net. The Tiger Tail technique was developed to retrieve test vehicles and missiles intact. The recovered vehicles can then be used for other tests.

Another technique to flight-test missiles also was developed during 1966 at the Missile Center.

This method, designed to ensure the recovery of the vehicle and all its instrumentation, was named the "Captive Launch Test" by its inventors. It reportedly can be used on almost all air-launched missiles.

It is similar in most respects to the conventional restrained firings used in tests of rocket motors. However, the missile is permitted a brief period of unrestrained movement.

A *Hydra-Iris* rocket probe, fired early in June from the Pacific Ocean off the coast of Acapulco, Mexico, carried a scientific payload to an altitude of 100 nautical miles.

The operation, conducted at sea about 450 miles southwest of Acapulco, was part of the Missile Center's continuing investigation of the ballistic dynamics and other characteristics of water-launched vehicles.

A secondary purpose for the flight was the collection of data concerning X-ray emissions from the clouds of Magellan Nebulae and from the star Alpha Centauri.

The final missions in the *Gemini* program were all successfully completed during 1966, and Pacific Missile Range aircraft and personnel were assigned the tasks of monitoring frequencies, recording telemetry and other electronic data, and providing voice relays from the capsule to the Manned Spacecraft Center in Houston, Texas.

Point Mugu's newest facility, the Barking Sands Tactical Underwater Range, was well underway early in 1966, and is scheduled to become operational this year.

The range is located on the western coast of Kauai, Hawaii. It consists of a 50-square-mile ocean area some 15 miles offshore, instrumented with hydrophones connected with data processing and communications equipment ashore.

During Fiscal Year 1966, the Pacific Missile Range completed 13,155 operations, which made it the biggest year of operations in its eight-year history.

ROUND THE BEND, *FAST*—Navy bobsledders Paul Lamey and Bob Huscher enter icy curve on way to North American two-man title at Lake Placid.

SERVICESCOPE

Brief news items about other branches of the armed services.

TOPSIDE STATION—Air Force *Stratotanker* refuels flight of F-105 *Thunderchiefs* on way to strike over Vietnam.

Small craft buffs now have available to them up-to-date nautical charts of the Atlantic and Gulf coasts, and certain sections of the Caribbean. The charts were prepared by the Environmental Science Services Administration (ESSA), Coast and Geodetic Survey, Department of Commerce, in Washington.

Also available are conventional or everyday charts of the coasts and Caribbean area which includes Puerto Rico and the Virgin Islands.

The charts are contained in catalogs resembling accordion folders. Each chart is listed by number, the area it covers and the scale. In addition, the catalogs include names and addresses of authorized nautical chart sales agents for each state, Puerto Rico and the Virgin Islands.

Small craft chart numbers and the outline of the area covered are shown in green, while the conventional nautical charts are indicated in magenta (a deep purplish red) and blue. The catalogs also include a list of tide tables, coast pilots (sailing directions), current tables and tidal current charts.

The catalogs are available from the sales agents, or may be obtained in person or by mail from C&GS chart distribution centers at these locations:

- 121 Customhouse, San Francisco, Calif. 94126.
- 602 Federal Office Bldg., 90 Church St., New York City, 10007.
- 1125 Commerce Building, Washington, D. C., 20230.

★ ★ ★

The army is testing a new armed helicopter, the AH-1G *Hueycobra,* which it will use as a bridge between the armed UH-1B now in use and the AH-56A advanced aerial fire support system which is being developed.

As might be expected, the *Hueycobra* is better than the system it replaces and not as advanced as that being developed. *Hueycobra* is definitely something to avoid in a dark alley. Here are some reasons why:

The craft is armed with interchangeable 7.62-mm miniguns and 40-mm grenade launchers. The minigun fires from 1300 to 4000 shots a minute and the grenade launcher, 400 shots per minute. There are also two 2.75-inch rocket pods—one carrying seven rockets, the other 19.

The *Hueycobra* is a two-place tandem helicopter with an all-metal, single main rotor. The design features a wing which carries small stores and the crew seats are armored. Crew vision range is wider in the *Hueycobra* than in the armed UH-1B and the crew has a greater field of fire. The chopper cruises at 130 knots.

Prototypes of the aircraft are now undergoing weapons testing. The AH-1G is the first helicopter specifically designed and developed for an armed role in warfare.

★ ★ ★

A floating nuclear power station was put into operation recently by the Army.

The power plant is mounted in the hull of a modified 10,000-ton World War II Liberty ship, and it theoretically can be towed to any port in the world to support military operations, or provide electric power to communities hit by disaster. Known as *Sturgis,* the plant is now being tested extensively.

Sturgis can produce 10 million watts of electricity for one year without refueling. A diesel power plant would use more than 160,000 barrels of fuel to produce this much electricity.

Sturgis' reactor core is a little larger than an oil drum, and consists of 32 fuel elements containing low enriched uranium dioxide pellets.

A 46-man military crew will be responsible for operation and maintenance of the nuclear system. When *Sturgis* is under tow, its reactor will be shut down and a crew of 15 men can service and maintain the vessel.

Sturgis' primary or heat producing system, consisting of the reactor and a steam generator, is housed inside an eggshaped, 350-ton, steel container located amidships. The secondary, or steam-electric conversion system, is located just forward of the primary system. Most of the power plant equipment is installed in a

AIRBORNE ARMY artillerymen fire howitzer at Cong.

READY FLIGHT LINE—Air Force F-102 fighters stand ready to defend against enemy air attack in Southeast Asia.

new 212-foot long midsection that was inserted between the bow and stern sections of the Liberty ship *Charles H. Cugle*.

About 880 tons of concrete and some 600 tons of lead and polyethylene shielding surround the primary system container to protect the operating crew while the nuclear reactor is in operation. Thickness of the concrete ranges from eight inches to four feet. Added protection has been provided by strengthening *Sturgis'* inner bottom in the area of the reactor, and by constructing a special barrier designed to protect the reactor in the event of collision with another vessel.

The vessel carries all equipment required for refueling operations, storage facilities for new and used reactor fuel elements, and the latest nuclear monitoring devices to ensure the health and safety of all personnel aboard.

Sturgis also has living quarters for its 15-man towing crew, a galley, dining room, sick bay, laundry, recreation room, repair and maintenance shops, and a sewage disposal system.

★ ★ ★

Smoke-filled air can be a problem in other places besides our busy freeways. Like in a helicopter flying over Vietnam.

The problem of gunsmoke and missile propellant fumes in the Army's newer, more heavily armed helicopters is being attacked jointly by Army-Air Force scientific teams in Project WEST, a Weapons Exhaust Study.

Crews evaluating the new helicopters have complained of nausea and dizziness after inhaling thick concentrations of fumes during firing tests. These fumes are particularly heavy in recently developed and modified aircraft with a larger number and variety of weapons.

The Air Force Rocket Propulsion Laboratory (AFRPL) at Edwards AFB, Calif., and the Army's Aeromedical Research Unit at Fort Rucker, Ala., are examining the exhaust gases produced by various types of munitions to determine their exact chemical composition and degree of toxicity. The AFRPL has considerable experience in capturing and analyzing the exhaust products of rocket propellants, many of them highly toxic.

Employing the same equipment and techniques used to evaluate rocket fuels, Project WEST engineers are testing gases produced by both gunpowder and missile propellants burned under laboratory conditions.

A new series of tests, to begin shortly in the Mojave Desert in California, will be conducted under field conditions, more closely simulating actual service operations.

Using machine guns and rockets provided by the Army, laboratory researchers will fire .50-caliber, 7.62mm ammunition and 2.75-inch rocket motors into a test area. A small chamber surrounding the weapon's muzzle will trap the burning powder fumes and feed them into instruments which will analyze the fumes. The test data then will be relayed to the Army Aeromedical Research Unit, where other information from in-flight tests is being assembled and evaluated.

SCREAMING EAGLES of 101st Airborne Division and Vietnamese villagers watch as AF supply chutes drop.

THE WORD

Frank, Authentic Career Information Of Special Interest—Straight from Headquarters

• **GOLD STARS**—A gold star lapel button has been authorized for the next of kin of U.S. armed forces members who died while serving with United States or friendly forces during World Wars I or II or subsequent periods of armed hostilities.

The button consists of a gold star on a purple disc with a wreath of gold laurel leaves.

The gold stars will be issued upon request to eligible widows (or widowers), parents, children, brothers, sisters, half-brothers or half-sisters of those who died in the following military actions: World War I—6 Apr 1917 to 3 Mar 1921; World War II—8 Sep 1939 to 25 Jul 1947; Korean conflict—27 Jun 1950 to 27 Jul 1954; Berlin—14 Aug 1961 to 1 Jun 1963; Congo—14 Jul 1960 to 1 Sep 1962 and 23 to 27 Nov 1964; Cuba—3 Jan 1961 to 31 Dec 1962; Dominican Republic—28 Apr 1965 to 21 Sep 1966; Laos—19 Apr 1961 to 7 Oct 1962; Lebanon—1 July to 1 Nov 1958; Quemoy and Matsu Islands—23 Aug 1958 to 1 Jun 1963; Taiwan Strait—23 Aug 1958 to 1 Jan 1959; Thailand—16 May to 10 Aug 1962; Vietnam—1 Jul 1958 to a date to be announced.

Those qualifying as next of kin of Navymen who died in these periods may request their gold star from the Chief of Naval Personnel (Pers-E), Washington, D.C. 20370, provided the application is made within one year from date of death. Applications made after one year should be addressed to Center Manager, National Personnel Records Center, GSA (Military Personnel Records), 9700 Page Boulevard, St. Louis, Mo. 63132.

Applications should be made on DD Form 3 which can be obtained through commandants of the naval districts in which the applicants reside.

Complete details concerning the gold star lapel button are in SecNav Inst 1650.27 of 10 Feb 1967.

• **RATING TITLE CHANGE**—The rating title of Machine Accountant (MA) has been changed to Data Processing Technician (DP).

The reason for the change, which became effective 22 February, is to reflect the technological developments in the area of data processing. It was felt that the change would reflect a more significant and definitive meaning to the rating.

• **TELETICKETING**—To avoid delay and confusion, the Bureau of Naval Personnel is now using an airline teleticketing machine which provides on-the-spot airline tickets to Navy travelers with official orders who make their travel arrangements through the BuPers Traffic Branch.

The innovation is more convenient than the transportation request system, but those who will benefit most are Navy dependents who live in areas where it is difficult to obtain travel reservations and to exchange TRs for tickets.

• **CARTOON CONTEST**—The 12th All-Navy Comic Cartoon Contest is underway, and ALL HANDS Magazine extends its annual invitation to Navy cartoonists. This year's contest, as in the past, is open to all active duty Navy personnel and their dependents.

Entries must be in black ink on 8- by 10½-inch white paper or illustration board. They must be gag or situation cartoons in good taste, suitable for general use and have a Navy theme or background.

Contestants may enter as many cartoons as they wish, provided the following information and statements are securely attached directly to the back of each entry: The name of the originator; his rate or grade; service/file number; his duty station; the name of his hometown newspaper(s); his command recreation fund administrator; and a brief statement that cartoon is original.

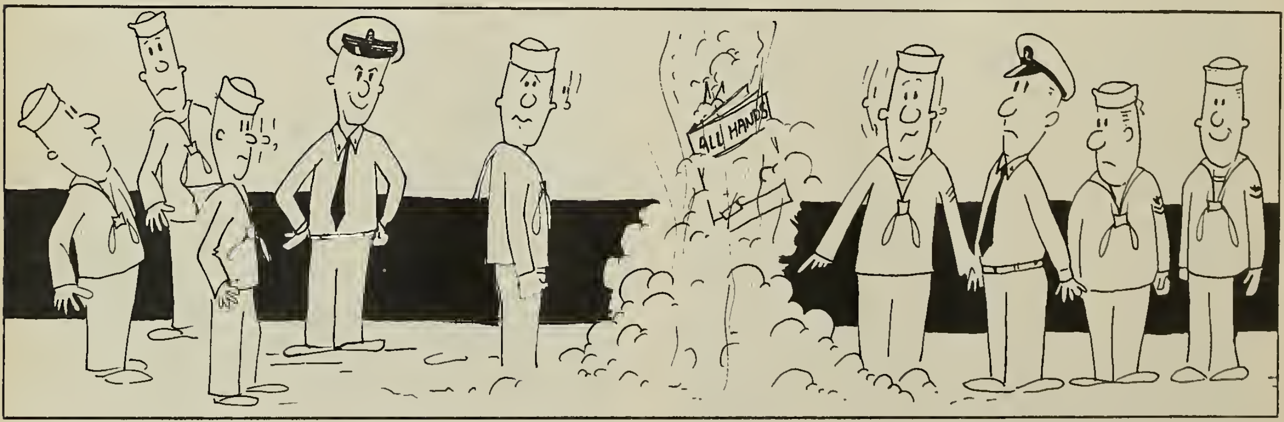
The following statement must also be included: "All claims to the attached entry are waived, and I understand the Department of the Navy may use as desired." This should be signed by the contestant.

Beneath this statement should be written "forwarded" with the signature of the contestant's commanding officer or his designated representative.

Entries from dependents of active duty Navymen should bear this statement: "I am a dependent of ____________, rate, grade, etc."

Deadline for submission is 1 July.

BuPers Notice 1700 of 21 February has the details.



DONT PULL a disappearing act with ALL HANDS . . . remember there are nine other shipmates waiting to read it.

New Rotation Schedule for Corpsmen

A new rotation plan for hospital corpsmen (excluding corps-Waves) has gone into effect.

The plan is designed to provide corpsmen for duty with Navy and Marine Corps units in Southeast Asia while maintaining rotation equity.

Involving shore tours of from 18 to 30 months, the new rotation system will first affect hospital corpsmen who complete tours of 12 or more consecutive months' duty in Southeast Asia.

To qualify for 30-month shore duty assignments corpsmen must have served in a shore-based activity in Vietnam; with combat forces of the Fleet Marine Force deployed in Vietnam on a full rotational tour; or aboard a ship which was continuously deployed to Southeast Asia in support of Vietnam operations. These ships are listed in OpNav Inst 4600.16.

To qualify for the 30-month tour, these corpsmen are also required to be eligible for Seavey or must have spent less than 24 months ashore before their Vietnam tour began, or must have completed four months TAD in South Vietnam during the year before their present Southeast Asia tour began.

Corpsmen who have completed at least 12 months' consecutive service in Southeast Asia but lack the other qualifications will be given at least 18 months ashore. Shore duty completion dates for men with less than 18 months of obligated service will coincide with the expiration of their active obligated service.

HMs with 90 days or less of obligated service, however, will normally be separated from the service upon authorization from BuPers. Procedures for submitting such requests may be found in Article C-10306 of the *BuPers Manual.*

BuPers is assigning Class A Basic Hospital Corps School graduates to facilities where they can receive inpatient care training.

After at least two months of inpatient training, hospitalmen with the most training experience will probably be assigned to fleets, and ultimately to Vietnam, before returning ashore.

Corpsmen who complete 18 to 30 months of shore duty after 1 March will be made available for assignment to Fleet duty. Those who reported for shore duty before 1 March, however, will be made available for Fleet duty after 24 months ashore.

If need be, corpsmen completing 15 or more months in the fleets will be reassigned to Vietnam tours. Priority will be given to men who have served the longest in the Fleet, thereby achieving a balance of rotation and experience among all Navy corpsmen.

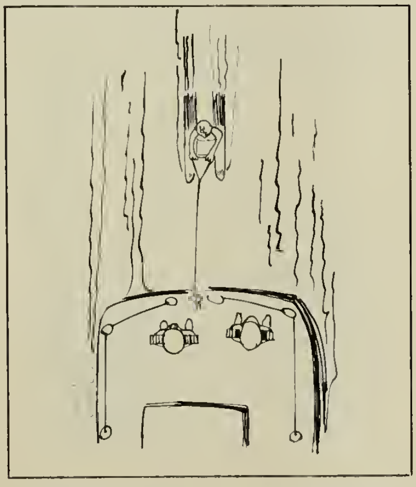
Nobody, of course, will be assigned two consecutive Vietnam tours, nor will anyone be transferred as noted above within three months after returning from an overseas deployment of four or more months.

EPDOPAC will handle reassignment and transfer of corpsmen to Southeast Asia after they have completed at least 15 months in the Atlantic Fleet. EPDOLANT will provide names of corpsmen who are eligible.

Here again, consecutive unaccompanied tours will be avoided as will transfers which would occur within three months after return from overseas deployments of four or more months.

Since the new rotation system causes shorter shore duty tours for some corpsmen, sea duty commencement dates will not be advanced (Seavey A-67: October 1964) until the new rotation system can be evaluated.

G. Dunnam and
Donald W. Gillispie



"I think the morale officer has gone a little bit too far."

In the meantime, corpsmen who qualify for transfer from Southeast Asia will be assigned to shore activities for between 18 and 30 months.

After completing this 18- to 30-month tour ashore, HMs will normally be assigned to a Fleet billet for a minimum of 15 months. They will then be rotated to unaccompanied tours in Southeast Asia to complete their regular sea tours—thus completing the rotation cycle.

The new plan is expected to achieve three basic goals: It will permit maximum use of hospital corpsmen; provide both Fleet and shore activities with more experienced corpsmen; and afford equal opportunity for all corpsmen to serve a one-year unaccompanied tour in Southeast Asia.

• **AWARDS TIME LAG**—If you have received by delegated authority a medal and temporary citation for service in Vietnam or the Dominican Republic, there's no need to worry about the time lag you may experience in receiving your permanent citation.

You won't help matters by writing a letter of inquiry. The headquarters staff in Washington is simply bogged down with a multitude of similar requests and your letter will mean more administrative work for them.

Here's the situation:

All permanent citations for naval personnel are prepared by the Citations Branch of the Navy Department Board of Decorations and Medals. Although the staff has been more than doubled in recent months, the large number of awards relating to Vietnam has resulted in a large backlog.

The present policy is to work with the oldest awards first, although all awards for an individual are processed when his record is under review.

As the men who have qualified for awards under delegated authority have actually received the medal and a temporary citation, it has been decided to accept the delay in preparing the permanent citations rather than to further expand the headquarters staffs' office force on a temporary basis.

A similar policy is being followed by the U. S. Marine Corps Decorations and Medals Branch in respect to Marine Corps personnel.

THE BULLETIN BOARD

Pointers for Navymen Traveling by Air on Leave or Liberty

If you travel commercially when you go on leave or liberty, the following information should be of interest.

To begin with, almost all air carriers will offer you—as a serviceman—a 50 per cent discount off the price of a regular ticket if you wish to travel in a standby status. To qualify as a standby passenger, you must be on active duty; travel at your own expense on authorized leave, liberty or under orders; and wear your uniform both at the time you purchase a standby ticket and while you're traveling.

You must also have in your possession a Military Standby Authorization for Commercial Air Travel (DD Form 1580). This new form replaces NavPers Form 4632/1 (10-66) of the same title which was first issued last November.

Normally, you are issued at least five copies of DD 1580 at the time you receive your leave papers on board your ship or station. Make sure you have both leave papers and air travel forms when you attempt to purchase your ticket, because the carrier will require a copy of the DD 1580 at that time.

If you anticipate making a number of standby transfers during your trip, it would be wise to have enough copies of DD 1580 so that you may keep a duplicate of each copy you surrender to ticket issuing agencies.

These authorization forms will be validated with the date and time by the airline on which you plan to travel when you first arrive at the check-in desk at the airport. You may not register as a standby until you appear at the airport ready for departure.

Since standby travel is on a first-come-first-served basis, the time stamp is important. Should you be unable to obtain space on the flight you have chosen, then check other airline schedules going to or near your destination. The time stamped on your DD 1580 and on tickets will be honored by other airlines.

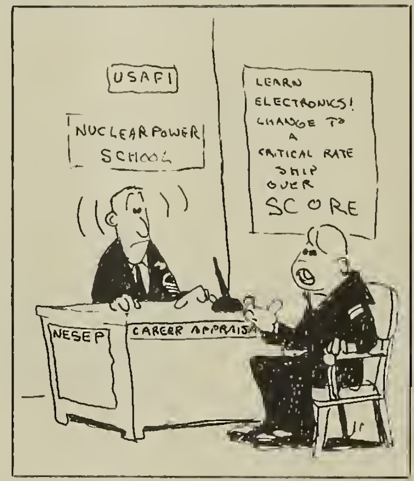
There are three standby priorities used by airline carriers to determine when you will board a flight. Should you happen to be on emergency leave, you'll board first. Those military standbys on convalescent and combat leave board second, followed by individuals on regular leave, liberty and those who have been discharged from service within seven days.

The importance of the time stamp cannot be overemphasized. Here again, travelers within each standby category will be boarded in order of their check-in time. In any event, you will be boarded ahead of other types of standbys, such as students, who do not hold reservations.

When planning to travel on a standby basis, you would do well to remember that it is on a space available basis. No advance reservations. This factor is important during holidays, when flight space is, in general, difficult to obtain.

Another point: Before you board a plane, be sure you have assurance from the carrier that you have been cleared either to the point of your destination or to a point acceptable to you. If the destination to which you are cleared is not where you want to go, you might prefer to wait for another flight which will take you closer to home.

Jeremiah H. Paoli, IC2, USN


USAFI
NUCLEAR POWER SCHOOL
LEARN ELECTRONICS! CHANGE TO A CRITICAL RATE SHIP OVER SCORE
NESEP
CAREER APPRAISAL

"... And after I become a fighter pilot, I'd like to go in for UDT . . . and then . . ."

On the other hand, once you've been cleared either to your destination or to an intermediate point, you will be treated as a full-fare passenger. You will not be removed to accommodate other passengers short of the point to which you are cleared.

As a military standby traveler, your baggage will be subject to the same rules required for a full-fare passenger, both in terms of volume and weight. Should any of your baggage be mishandled by the carrier, it will be treated in the same manner as that of a full-fare passenger.

If your flight is one on which meals are served, you should receive the same meal service as full-fare travelers. Occasionally, there may be a shortage of meals on an aircraft. Should this occur, you will receive a complimentary meal voucher to cover meal expenses at your destination. The best thing to do in the meantime is tighten your belt.

There are many airlines which offer reduced rates other than the usual 50 per cent standby rate for military travelers. These fares are usually higher than the standby figure but they offer one important feature standbys don't—confirmed reservations.

Since these reservation discounts vary among the carriers, it would be wise to check the cost of reserved seats for military travelers with your local JAMTO (Joint Airline Military Ticket Office) or the ticket office of the airline with which you plan to fly.

Additional aid may be sought through the Travelers' Aid Society and at military information desks which are operated at major air terminals from coast to coast.

These desks are relatively new and at present there are only eight located across the nation. They are located at the following terminals:

- O'Hare International Airport, Chicago, Ill.
- National Airport, Washington, D.C.
- Imeson Airport, Jacksonville, Fla.
- Atlanta Airport, Atlanta, Ga.
- Lambert Field, St. Louis, Mo.
- Love Field, Dallas, Tex.
- San Francisco International Airport.
- John F. Kennedy Airport, New York, N.Y.

From the information desks at these locations you can receive assistance in selecting alternate airlines or alternate destinations. Perhaps you wish to continue your travels by train or bus. The people at the information desk should be able to advise you which means would best suit your situation.

If it's local bus, taxi or rent-a-car information you seek, or perhaps the whereabouts of and services available at the USO and YMCA or any number of other nice-to-know locations, visit the military information desk. They also will give you aid in contacting your duty station should you be unable to return on time.

In addition to military information desks, you can always count on assistance from local recruiting offices and military installations.

If you prefer to travel by train, you will find all rail travel offered to members of the military service at reduced rates, both one-way and round-trip.

Here again you must be in uniform, travel at your own expense and have leave papers in hand. Fares are about 50 per cent of one-way or round-trip fares and are good only for coach travel.

You may buy your tickets any time of the year, but you must use round-trip tickets within 90 days of purchase and within 45 days for one-way tickets.

Train travel also offers reduced family plan rates between many points in the western and eastern areas of the U.S. For example: On a one-way trip you pay one full fare as the head of the household while your wife and any children between the ages of 12 and 21 pay one-half of the fare. Fares for children between ages 5 and 11 are only one-quarter of the regular cost. There is no charge for children under five years old.

Round-trip family plans are similar in cost formula: The head of the family pays the full fare, wife and children 12 to 21 years old pay full one-way fares, children between ages 5 and 11 pay one-half of one-way fare, and children under five ride free.

As another alternative, you may wish to take advantage of the low fares offered by the overland bus systems. Bus carriers offer reduced fares to military leave travelers on round trips between most major cities.

In general, "Furlough Fares," as reduced rates are commonly referred to in bus terminals, are offered at 10 to 25 per cent savings on round-trip tickets.

To qualify for "Furlough Fares" you must be in uniform, in possession of leave or liberty papers or official orders directing your trans-

HOW DID IT START

Nuclear Power in the Navy

Nuclear powered ships have interested the Navy for many years. As early as 1939 a group of Navy scientists met with physicist Enrico Fermi, the 1938 Nobel Prize winner, to discuss his theories on controlled nuclear fission. World War II took precedence over the Navy's work in this area, however, and it was not until 1946 that the Navy's nuclear power interest was reactivated.

In 1948 the Atomic Energy Commission contracted for a land-based experimental reactor which would meet specifications for ultimate installation in a submarine. Construction of this prototype plant commenced in 1950 at the AEC's National Reactor Testing Station in Idaho.

In the meantime, design of the first nuclear submarine began. On a sunny day in June 1952, in Groton, Conn., President Harry Truman signed the keel plate of the ship which would become USS Nautilus (SSN 571).

Nautilus was commissioned in January 1955. As her designers had predicted, she met with immediate success. On her first extended voyage (from New London to San Juan, Puerto Rico) she broke every existing submarine record for speed, endurance and range. Since then new atomic submarines, first attack types and later Fleet ballistic missile subs, have gone to sea regularly.

To date there are three nuclear-powered surface ships and a fourth (Truxtun) is under construction. Task Force One, consisting of USS Enterprise (CVAN 65), USS Long Beach (CGN 9) and USS Bainbridge (DLGN 25) has completed Operation Sea Orbit, a historic around-the-world cruise. The trip from the Med east to the eastern coast of the U. S. took just 65 days, covered 30,565 miles at speeds averaging 25 knots, and did not require replenishment of any type.

In the Navy's shipboard nuclear power plants, nuclear fission serves the same basic function as the boiler aboard fossil-fuel ships: It provides heat for the generation of steam.

Because of the radiation factor, however, atomic power plants require two circulatory systems instead of the one in conventional ships. The primary system is a circulating water cycle through which pressurized water is fed into the reactor for heating. At a later stage in the process the heat is transferred from the primary system to a secondary system to generate radiation-free steam which is used to power the vessel.

The reactor itself is surrounded by shielding, as is the primary circulatory system. A crew-member of a nuclear submarine receives less radiation during an underwater cruise than he would receive from natural sources ashore.

Several characteristics of nuclear power plants make them ideal for shipboard use. Among the most obvious is their ability to operate almost indefinitely without requiring additional fuel and the consequent release of fuel stowage space for the stowage of other supplies.

No step in the generation of steam from an atomic power plant requires the presence of oxygen. As a result, a nuclear submarine may operate completely independent of the surface for extended lengths of time (oxygen for the crew can be stored and carbon dioxide removed from the atmosphere to extend the periods of submerged operation).

fer to a new duty station, or be returning home upon discharge.

Bus lines are now offering one-way military rates at 50 per cent of the round-trip "Furlough Fare" only from these cities: Boise, Idaho; Columbus, Ga.; Oceanside, San Clemente and San Diego, Calif.; Columbia, S. C.; and Savannah, Ga. Columbia and Savannah do not offer the special rates between 1 November and 3 January.

Many of the reduced rates mentioned here are the result of intensive study and close cooperation between DOD and commercial passenger carriers.

Therefore, you are encouraged to report any commercial carrier *deficiencies* so that the Navy can help either to maintain or improve transportation services for military personnel traveling at their own expense.

Should you encounter problems with commercial carriers while traveling as a military leave traveler, you may make a report of all circumstances to the Military Traffic Management and Terminal Service (MTMTS).

MTMTS prefers you use special form DD 1341, entitled Report of Commercial Carrier Passenger Service, when submitting your report. However, if the form is not available, a letter report identifying the carrier, origin, destination, flight number (if applicable) and dates, may be sent to Commander, Military Traffic Management and Terminal Service, Attn: MTMTS-PTN, Washington, D.C. 20315.

Postgraduate Work Offered On Pilot Basis at Academy

A graduate educational program which will enable some Naval Academy midshipmen to complete their requirements for a Master's degree in minimum time has been approved on a pilot basis.

The pilot program, which will last one year, will begin following the graduation of the 1967 class and will be conducted at the Naval Postgraduate School, North Carolina State University and at the Georgia Institute of Technology.

Fifteen midshipmen have been nominated for a graduate mathematics program at the Naval Postgraduate School; ten June 1967 graduates will study engineering mechanics at Georgia Institute of Technology; 10 will pursue graduate study in aeronautical engineering at the Naval Postgraduate School; and five are scheduled for aeronautical engineering at the North Carolina State University.

The Immediate Master's Degree Program is designed to be a powerful incentive program for midshipmen. It is anticipated it will provide the Navy with officers qualified early in their careers with a subspecialty at a minimum expenditure of time and funds.

List of New Motion Pictures

The list of recently released 16-mm feature movies available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

Modesty Blaise (C): Melodrama; Monica Vitti, Terence Stamp.

The Counterfeit Constable (C): Comedy; Robert Dhery.

Contest Girl (C): Drama; Ian Hendry, Janette Scott.

Bullets Don't Argue (C): Action Drama; Rod Cameron, Dick Palmer.

Trunk to Cairo (C): Action Drama; Audie Murphy.

Murder Party: Mystery Drama; Magali Noel, Harry Meyen.

A Covenant with Death (C): Drama; George Maharis.

Airline Military Leave Discounts

All discounts are approximate. To qualify, uniform, leave orders and military ID cards are required.

Discounts and Conditions

	50 Per Cent Discount		33⅓ to 50 Per Cent Discount
Carriers	Unreserved seat, Standby basis	Reserved seat on emergency leave with certification from CO or Red Cross	Reserved seat
Alaska	x	x	
Allegheny			33⅓
Aloha	x	x	
American	x	x	
Bonanza			40
Braniff	x	x	
Central	x	x	
Continental	x	x	
Delta	x	x *	
Eastern	x	x *	
Frontier	x	x	33⅓
Hawaiian	x	x	
Lake Central	x	x *	
Mohawk	x	x *	
National	x	x *	
New York Airways	x	x	
North Central	x	x *	
Northeast	x	x *	
Northwest	x	x	
Ozark			33⅓
Pacific	x	x *	
Pacific Northern	x	x	
Pan American	x	x	
Piedmont	x	x *	
San Francisco-Oakland Helicopter	x	x	
Southern	x	x *	33⅓
Trans Texas	x	x *	
Trans World	x	x	
United	x	x	
West Coast	x	x	
Western	x	x	

*Reserved seat on going trip only.

Return to Guantanamo Bay - A Report for the Navy Family

If you have ever sailed with the Atlantic Fleet, you probably have been to Guantanamo Bay, Cuba. That's a fairly safe bet, because it is the headquarters of the Fleet Training Group, and nearly every ship in the Atlantic Fleet has sharpened its skills here at one time or another.

But what is it like to have permanent duty at Guantanamo? The following report should give you a pretty good idea. For details and base regulations, you should, of course, write to the base commander.

Although its official title is U. S. Naval Base, Guantanamo Bay, Cuba, it has long been unofficially known as "Gitmo" by residents and visitors.

A major command of the 10th Naval District, Gitmo's primary job is Fleet support and training. By its location, it is also one of the key military installations in the Western Hemisphere. Its strategic importance became clear during the Spanish-American War.

After the conclusion of that war, Congress authorized the leasing of the naval reservation from Cuba, and the base was established on 10 Dec 1903 as a coaling station.

It became a naval operating base in 1941, and during World War II it grew in size and responsibility, providing logistic services and support to units of the Atlantic Fleet. In 1952, the operating base was reestablished as a naval base.

For those unfamiliar with the Caribbean area, Cuba is the largest of the West Indies Islands. The average width is about 50 miles, and it is 780 miles long. The island is southeast of Florida, about 80 miles from Key West.

Guantanamo Bay is on the southern coast of Cuba, near the eastern tip of the island in Oriente Province.

Cuba's warm dry climate is one of the most pleasant in the tropics and is best described as semi-tropical, even though it is located south of the Tropic of Cancer. During the winter months, the average temperature varies from 84 degrees at noon to 69 degrees at night. From April through September the average is a high of 88 and a low of 73 degrees. Yearly extremes are about 62 degrees in winter and 95 degrees in summer.

The Guantanamo Naval Base is, as far as Navymen and their dependents are concerned, an island within an island. Leave and liberty in Cuba are not authorized.

The base is located in a semi-arid area with 15 to 20 inches of rainfall per year. Unlike many tropical areas there are no prolonged periods of high humidity or dampness.

The 45-square-mile base has a population of about 10,000. Approximately 4000 of these are military personnel, and there are about 3000 dependents.

The base is actually split into two parts, separated by the entrance to Guantanamo Bay. The east side of the base contains the major base facilities, while the opposite side, called Leeward Point, includes the airfield. Regular ferry service is available between the two areas.

The majority of family quarters are located on the Windward side of the Bay, although there are some quarters on Leeward Point. The commissary store is on the Windward side, so quarters on Leeward Point are furnished with a deep freeze.

Leeward Point has a complete and well-equipped medical clinic, as well as a small Navy Exchange, a hobby shop, a swimming pool, recreation building, tennis courts, bowling lanes, and horseback riding facilities.

Leeward's chapel offers Protestant and Catholic services and a Sunday School.

Housing

Family quarters at Guantanamo are available to eligible Navymen

WHAT'S IN A NAME

Underwater Shelters

When the Sealab project began and Navy aquanauts first took up temporary residence beneath the sea, the experts predicted the event would mark the beginning of a large scale invasion of the continental shelves. In the future, they maintained, portable underwater shelters would serve as headquarters for underwater engineers and explorers.

Already there are indications they knew whereof they spoke. The Office of Naval Research is seriously considering the possibilities of an extensive exploration program aimed at the continental shelves. And of the two proposals for life-support systems studied so far, both rely heavily upon experience gained during the three Sealab operations.

Among other discoveries, Sealab proved men could live under relatively high pressures for long periods of time. Consequently, it is possible to conduct underwater activities without lengthy decompression after each trip into the sea.

One of the proposed exploration systems calls for a non-propelled vessel, much like the Sealab living quarters, which would permit six men to live and work for as long as two weeks at depths as great as 300 feet. The vessel would be cylindrical, nine feet in diameter and about 40 feet in length. Easy access to the sea would be provided.

It would be towed from site to site by a support ship.

The second possibility also involves keeping the divers at a constant pressure to avoid daily decompression, but the method of doing so is quite different.

The aquanauts would live in a pressurized space aboard a surface barge and travel to the bottom in a pressurized submersible delivery capsule.

They could remain on the bottom as long as six hours at a stretch.

who are authorized transportation for dependents and household effects at government expense.

Waiting lists for housing vary according to the time of year you arrive. The waiting period is only two weeks at certain times of the year, but can go as high as four months during busy periods.

Unless you are specifically authorized by the Base Commander to bring your dependents with you, you will have to sweat out the waiting list alone.

If you are authorized concurrent travel with your dependents, you will have to live in temporary quarters until permanent housing becomes available.

Usually you must remain on the waiting list until quarters become available before your dependents may enter the base. Your name is placed on the list the day you actually report aboard the base for duty.

There are approximately 186 married officers' quarters and 701 married enlisted men's quarters available for assignment as public quarters, and about 117 rental housing units available for lower rated enlisted men. All quarters except rental housing are furnished.

Officers' family quarters consist of two- and three-bedroom houses, two- and three-bedroom duplexes, and two-bedroom apartments. Eligibility for the three-bedroom quarters is determined by seniority, size of family and age and sex of children.

Family quarters for enlisted men consist of one-, two-, and three-bedroom duplexes, four-apartment units, and three-bedroom houses.

The defense housing rental project consists of 117 two-bedroom bungalows of wood frame construction. These cost about $40.00 per month plus utilities. They are unfurnished, but government furniture may be rented at a modest cost.

Medical and Dental—The U. S. Naval Hospital at Gitmo is a completely air-conditioned unit with a 100-bed operating capacity. The hospital includes medical, surgical, dependents' and officers' wards, a modern operating suite, a pharmacy, an X-ray department, and other auxiliary services and departments.

Medical service includes surgery, pediatrics, internal medicine, dermatology, obstetrics, and optical care. Patients requiring special care beyond local capabilities are transferred to the United States by air for further treatment. No house calls are made. Emergency care is available.

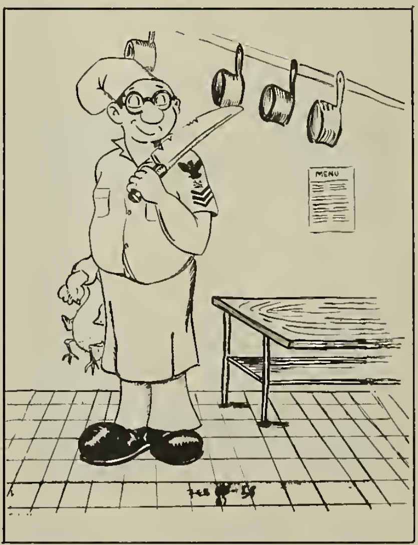
The dental clinic has facilities for the routine dental care of military personnel and dependents, and emergency care for all base residents. If your dependents require major dental treatment, they should have it before leaving for Gitmo, as orthodontic care is not provided and prosthetic treatment is limited. A civilian dentist has been authorized to enter the base twice monthly to treat those who are not entitled to routine treatment at the Navy dental clinic.

Commissary and Exchange—There is one commissary on the base. Prices average slightly lower than stateside supermarkets and slightly higher than stateside commissaries.

Perishables arrive every two weeks by commercial ship. Stocks are generally good on most items, and sufficient quantities of basic foods are available to insure a well-balanced diet.

The Navy Exchanges display a large stock of items, including Caribbean craft items and a few European imports. Prices are very reasonable. The Navy Exchange also operates a general store, laundry, dry cleaning shop, cobbler shop, tailor shop, beauty parlor, seamstress and piece goods shop, gas station, garage, television and radio repair shop, sports shop, and barber shops. An ice cream truck makes the rounds of the housing areas. Special order desks are maintained for items not normally carried in stock.

Robert V. Brown, BUR2, USN



"Coming up! One pheasant under glass."

Education—The Naval Base School provides free educational facilities from the first grade through high school. Nursery school and kindergarten are supported by tuition charges.

The school is well equipped, and is accredited by the North Central Association of Colleges and Secondary Schools. Books are furnished, and transportation is by Navy buses. The school year commences in late August and terminates in late May.

College extension courses, administered by the Old Dominion College of Norfolk, Va., are available to all base residents.

Recreation—There are excellent recreational facilities in Gitmo. A fine golf course tops the list, which includes tennis, roller-skating, swimming, bowling, miniature golf, horseback riding, archery, sailing, boating, gymnastics, deep-sea fishing, bay fishing, and skin diving.

Some athletic gear is available on a check-out basis. If you want to buy your own, you'll probably find it at the exchanges. Hobbyists will find Gitmo Hobbyland, with its facilities for woodworking, ceramics and photography, much to their liking.

What to Bring

All government public quarters are equipped with essential furniture, including electric stoves and refrigerators. Much of the furniture is tropical rattan or light-colored hardwood.

Curtains, drapes and rugs are not provided, so if you want these items you should bring them with you. Fans, floor lamps, and table lamps are also useful items to bring.

It is also advisable to bring your own throw rugs, pictures, and knickknacks to personalize your home. Washing machines and sewing machines are not furnished. Although all quarters are furnished with one refrigerator, a freezer or additional refrigerator may be useful.

As has been stated, the commissary and two exchanges on the base have a good variety of merchandise. However, certain items are not available at all times or are available only in limited quantities and sizes.

You might want to bring an adequate supply of children's shoes, including half a size larger than the ones they now wear. It is a good idea to establish a shoe record with a children's store, especially if your child is hard to fit.

Other limited items are boys' trousers, socks, sweaters, cotton pajamas, and slippers.

In addition, there will undoubtedly be many items which you may want that are not available in the exchange, but which can be ordered from mail order companies, so bring your favorite catalog. The exchanges provide a special order section. You may find it advantageous to keep your charge accounts open at some of your favorite stores.

Automobiles

Though not a requirement, private transportation is desirable at Gitmo because the base is quite large. Married men will particularly find a family car invaluable. Most streets and roads of the base are paved and in good condition.

You can either bring your own, if you are eligible, or you can arrange to buy a used car from someone who is leaving. Privately owned vehicles may be turned in to the Naval Supply Center at Bayonne, N. J., Norfolk, Va., or at Charleston, S. C., depending upon your point of embarkation, for further transportation to Gitmo.

Two certified copies of your orders are required with your application for shipment of your automobile. Normally there is a backlog of automobiles waiting shipment at shipping points, and it is advisable to take your automobile to the point of shipment as early as possible.

Be sure that your car is in first-class condition before you ship it. While replacement parts normally can be bought on the base for the common makes of cars, occasionally they may not be available.

Base regulations require every owner of a private motor vehicle to have effective insurance with standard coverage before permission will be granted to operate the vehicle on the base. Arrangements for insurance should be made before stateside departure.

The vehicle must pass a safety inspection before a base license plate will be issued. No vehicle may be operated without a base license plate.

Each operator of a motor vehicle must have a base driver's license. Dependents should bring a valid driver's license from the United States as an aid in obtaining a base driving permit.

Ordinary domestic pets may be brought to Gitmo, but a permit must be obtained from the base provost marshal upon arrival. Monkeys and birds of the psitticine family, such as parrots and parakeets, are prohibited.

Cats and dogs over six months old must be inoculated annually against rabies at the cost of the owner. All pets must be kept on owner's premises or be on a leash. Except where the animal appears diseased, a quarantine period is not required. There is no veterinarian on the base. No pets may be transported on MAC aircraft.

You might wish to have your hometown newspaper mailed to you,

WAY BACK WHEN

Pearl Harbor Has Changed With the Years

It is difficult today for a Navyman to picture Pearl Harbor as it was in 1916. The terrain was low, flat and, in some places, swampy. There were a few buildings of corrugated steel, a big three-story Marine barracks and a partially completed drydock. More than anything else, there were a lot of open spaces.

There were differences in status, too. Pearl Harbor in the early years of the century was only a naval station. Rear Admiral C. J. Baush, USN, was its commander. In 1916, however, Pearl Harbor was to become the headquarters of the 14th Naval District and Captain G. R. Clark, USN, was its first commandant.

Despite the increased responsibilities and prestige, the new naval district had a population of only 299 Navymen and Marines, and only Hawaii and Midway were included in its sphere.

Major problems included control of mosquitoes (the medical officer feared they would carry yellow fever to the Orient) and the completion of an unfinished drydock. (An earlier attempt had been wrecked by underground pressure.)

There were also minor problems which arose principally because of insufficient staff. Office help was, in fact, so scarce that the captain was his own typist, clerk and factotum.

With his small staff, the commandant operated the nearly defunct coaling station at Honolulu, which was being replaced by a new station at Pearl Harbor. He also administered a temporary submarine base, a hospital and a growing number of shipyards.

The United States entry into World War I provided added burdens. Pearl Harbor got its feet wet shortly afterward. The German gunboat *Geier* and her collier *Locksun* had been interned in Honolulu. The German ships were seized by the U. S. Government, repaired at Pearl Harbor and later commissioned under the United States flag.

World War I gave Pearl Harbor and the Fourteenth Naval District the push they needed to achieve their present importance and size. Growth continued until World War II when steady increase became an explosion. By 1944 there were more than 81,000 Navymen and Marines serving in the District which included Johnston, Fanning, Washington, Christmas and Canton Islands, and French Frigate Shoals.

Hundreds of ships were repaired by the yard force and millions of tons of supplies were sent to war through Pearl Harbor. The same story was repeated during the Korean conflict and now with Vietnam.

Most long-time Navymen have seen Pearl Harbor at least once and know how it looks. Every Navyman, regardless of where he is stationed or how long he has been in the Navy, knows how important Pearl Harbor and the 14th Naval District are to the Navy.

From a standpoint of size, responsibility and facilities, the changes that occurred between 1916 and 1967 would amaze even the most farsighted of those who first saw the wide open spaces around Pearl Harbor in Pre-World War I Hawaii.

inasmuch as no stateside papers are available in Gitmo on their publication date. Base newspapers include an English language mimeographed paper with wire service coverage, as well as local schedules, ads, and notices. It is delivered to housing six days a week.

Bring your radio and television with you. WGBY radio (AM and FM) and television operate seven days a week. These facilities are manned and operated by naval base military personnel, with some feature radio and television programs presented by volunteer military personnel and their dependents. WGBY radio and television are affiliated with the Armed Forces Radio and Television Service.

Transportation

Air transportation to Guantanamo Bay (Military Airlift Command) is normally available for military and civilian personnel and their dependents four times monthly from the MAC terminal, Naval Air Station, Norfolk, Va.

Unaccompanied military personnel may also be assigned transportation on naval ships and cargo aircraft making operational trips to Gitmo.

Entry into the Guantanamo area by civilians, including dependents, is subject to the specific approval of the Naval Base commander. Where concurrent travel is authorized in transfer orders, the command from which you are transferring should send a letter or message to COMNAVBASE GTMO requesting entry approval for you and your family and indicating the size of family and ages of children.

Where concurrent travel is not authorized, you should proceed and report to Gitmo as ordered; then upon arrival, you should apply to the housing office for public quarters and entry approval for dependents.

Dependents are required to complete immunization before departing from the United States, and must furnish a certificate issued by a medical officer 48 hours before embarkation, showing freedom from infections or communicable diseases.

Naval activities overseas and in the continental U. S. are invited to forward to ALL HANDS up to date information on living conditions in their area.

Correspondence Courses for Officers, Enlisted Personnel

Several revised correspondence courses are now available. Two are for the use of officers, three are for enlisted men and one, a Medical Department publication, is designed for both.

All of the revised courses are unclassified.

- OCC/ECC, *Control of Communicable Diseases in Man*, NavPers 10772-A1, supersedes NavPers 10772-A. There are seven assignments. (For special ordering instructions, see below).
- *Aviation Structural Mechanic S 3 & 2*, NavPers 91364-A (Supplement).
- ECC, *I. C. Electrician 1 and C*, NavPers 91531-1, supersedes NavPers 91531-C. There are five assignments.
- ECC, *Construction Electrician 1 and C*, NavPers 91571-1E, supersedes NavPers 91571-1D. It has eight assignments.
- OCC, *Logistics*, NavPers 10902-B, supersedes NavPers 10902-A2. There are nine assignments.
- OCC, *Naval Orientation*, NavPers 10900-A, supersedes NavPers 10900. The course has 16 assignments.

Navymen who wish to order *Control of Communicable Diseases in Man* must submit their request, via appropriate channels, on a Form 922. The form must be altered to read: To the Commanding Officer, U. S. Naval Medical School, National Naval Medical Center, Bethesda, Maryland 20014.

NOW HERE'S THIS

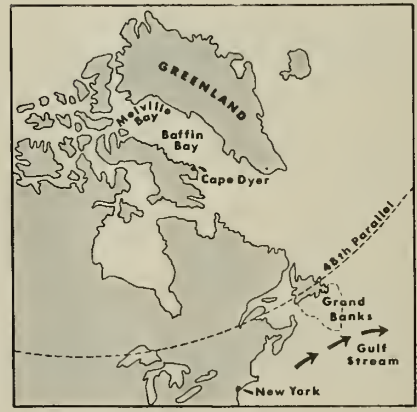
Some of These Problems Take Long Time To Go Away

Icebergs in the North Atlantic constitute a problem to shipping which, if ignored long enough, will go away.

However, many of them are sufficiently large problems so that they take much too long to resolve. That's the reason for the International Ice Patrol, which the U. S. Coast Guard has maintained for 53 years.

According to Coast Guard estimates, approximately 7500 sizable bergs break off from thick glaciers along the west coast of Greenland each year. These usually spend the first winter in the vicinity of Melville Bay, Greenland.

Then they traverse Baffin Bay to the Canadian Arctic coast line, where those still afloat spend the second winter in the neighborhood of Cape Dyer. A few reach the Grand Banks the following spring, after a journey of some 3000 miles.



An average of 400 icebergs drift south of the 48th parallel. After approaching the Gulf Stream, where the sea temperature rises to above 60° F., the bergs usually melt within two weeks.

Icebergs have withstood all efforts of man to destroy them. They have defied fire-bombs, gunfire and chemicals to induce rapid melting. Use of conventional explosives or combustibles on the mountains of ice has been unsuccessful.

Theoretically, the demolition effects of more than 1900 tons of TNT are required to break up an average size berg of 7,000,000 cubic feet. Calculations indicate it would require the heat generated by burning 2,400,000 gallons of gasoline to melt such a piece of ice. Such solutions are not considered practical.

Those who are in a position to know say that some of the bergs breaking off the bottom of the centuries-old Greenland icecap are of ice at least 32,000 years old. This ice is blue in color and actually effervesces when put in water.

The size of Greenland icebergs occasionally reaches 300 feet above the waterline and 1500 feet in length and breadth. Such bergs may represent 1,500,000 tons of ice. The tallest ever recorded was found in 1957 by USCGC *Eastwind* (WAGB 279). It measured 550 feet high. And only one-tenth of the berg's actual size was above the surface of the water.

For Navymen Overseas—Where Else Can You Find This Interest in Savings?

Navymen who have money to save after their allotments are deducted would do well to investigate the benefits provided for them under the new Savings Deposit Program enacted by Public Law 89-538 of 14 Aug 1966.

The law provides for a whopping *10 per cent interest* on deposits of unallotted pay and allowances made by active-duty Navymen serving overseas. You may also deposit other funds in this account such as reenlistment bonuses, payments for travel allowance on discharge and for unused leave. Money other than pay and allowances, may not be deposited.

Ten thousand dollars is the limit on which 10 per cent interest is paid. (Any amounts deposited in excess of $10,000 do not draw interest.)

If deposits are made on or before the 10th of the month, your money will draw interest from the first of the month. Deposits made after the 10th, however, will not draw interest until the first of the following month. Interest is computed on the basis of your average quarterly balance and is compounded quarterly.

LT Melville C. Murray, SC, USNR

"Man to man now, Chief . . ."

You are considered to be overseas for the purpose of this program if you are assigned outside the United States, the Virgin Islands, the Canal Zone, Guam, American Samoa or Puerto Rico. Your assignment must also be for more than 90 days. It makes no difference whether you are under PCS, TAD or TDY orders, or if you are serving with a deployed ship or unit.

When you return to the United States on a permanent change of station, your account will be closed. Your interest will be computed and repayment made.

While you are overseas, the money which you have deposited can be withdrawn only in a bona fide emergency involving you or your family. The existence of the emergency must be certified by your commanding officer. Both deposits and emergency withdrawals must be made in multiples of five dollars.

Any disbursing officer of any of the uniformed services is authorized to accept deposits from overseas Navymen.

Many Hidden Advantages Are Yours When You Put Money in Savings Bonds

Some extra money salted away is, as most will agree, useful for taking care of foreseeable needs—a child's education, a little extra for retirement—any one of a hundred reasons. It is, of course, easier to talk about saving money than to put a saving plan into effect. Nevertheless, there is a relatively painless method—payroll deductions for U. S. savings bonds.

There are a number of reasons for buying U. S. savings bonds which come instantly to mind, but let's examine some advantages which are frequently overlooked.

There are tax advantages to be considered. Income from U. S. savings bonds, like other income, is subject to federal income tax. However, unlike most other income, you can postpone paying taxes on savings bond interest until you cash the bonds or until they reach final maturity.

This makes it possible for you to cash your bonds in a year when your income is lower than usual. For example, if you cash your bonds after you retire, your taxable income probably will be less than it is while you are working. You will, therefore, save yourself some money in federal income taxes.

If you wait until after you are 65 to cash your bonds, you will have the added benefit of double exemption which, under some circumstances, might completely eliminate your tax liability.

There are also tax advantages to buying bonds for a child's college education. For example, you can buy series E bonds in your child's name designating yourself as beneficiary (*not* co-owner).

In effect, the bonds become an outright gift from you to your child. To avoid taxation, you file a federal income tax return in your child's name at the end of the first year of bond purchases, listing the increase in bond value as his income. No tax will be due if the interest plus other income comes to less than $900.

No further returns need be filed—just keep a copy of the first return for proof in later years that the interest has been reported.

Savings bonds interest is also free from state or local income taxes and local or municipal estate and inheritance taxes—factors to be remembered in quite a few states these days.

When you cash in your bonds, you will have no brokerage fees to pay and you know exactly what you will receive. If, for some reason, you can't hold your bonds to maturity, they can be cashed without penalty and the interest rate is still good (an average of three per cent for the first year and 4.15 per cent for each year thereafter).

On 21 February, the Treasury Department announced a new security called freedom shares. Freedom shares, which became available 1 May, are sold in combination with series E bonds and are available through a regular purchase plan such as payroll savings or the bond-a-month plan offered by banks. The interest rate is high—4.74 per cent, when held four and one-half years after issue.

Freedom shares can be purchased in four denominations: $25 for which you pay $20.25; $50 for which you pay $40.50; $75 for which you pay $60.75; and $100 which costs $81.00. Unlike savings bonds, which can be cashed 60 days after purchase, freedom shares must be held for one year before they can be redeemed. In combination, savings bonds and freedom shares will yield 4.39 per cent if held to maturity.

For Navymen, the payroll deductions are relatively painless. A $20.25 freedom share plus $18.75 for a bond makes a total purchase price of $39.00. The maturity value of the combination is $50. Half is paid in four and one-half years when the freedom share matures; the other half in seven. A single allotment of $6.50 will pay for the combination in six pay days.

The safety of U. S. savings bonds is almost legendary. There are all kinds of stories about it: The bond that fell behind the kitchen sink—the bond was replaced without having to tear out the wall to retrieve it. A bond chewed up by a power lawn mower two minutes after arrival—the bond was replaced. Bonds which were burned or stolen—bonds were replaced. There are hundreds of stories similar to these.

For the Navyman, the regular purchase of U. S. savings bonds provides an easy method of investment which is safe.

As an added convenience for Navy bond purchasers, the Navy Finance Center at Cleveland, Ohio, will retain your bonds for you and give you an accounting upon request. All you have to do is indicate your desire to have your bonds retained when you make out your allotment form.

When you want the bonds sent to you or if you want to know how many you have, just write to the Commanding Officer, Navy Finance Center, Cleveland, Ohio.

You'll do well from a standpoint of ease, safety, and financial return.

NESEP SELECTIONS

Names of 341 enlisted Navymen who have been provisionally selected for participation in the Navy Enlisted Scientific Education Program have been announced. They will enroll in 22 colleges and universities participating in NESEP in the fall of 1967.

NESEP had its beginning in 1956, when the Navy began selecting enlisted men with high academic and leadership potential for four years of intensive college study to meet the need for officers and petty officers with physical science and engineering backgrounds.

The performance of its selectees, both while in school and when serving with the Fleet, has been so gratifying that all NESEP graduates are now commissioned as ensigns, USN, after completing Officer Candidate School.

DOD Cost Reduction Action Involves Certain Navy Units

The Defense Department recently announced cost-reducation actions which will produce annual savings of $47.4 million, without impairing the nation's defense capability. About one third of the actions involve Navy units.

Operational aircraft of seaplane (P-5) patrol squadrons will be reduced significantly in fiscal year 1967, and phased out completely in fiscal year 1968.

With the phasing out of the seaplanes, the seaplane tenders USS *Currituck* (AV 7), *Pine Island* (AV 12), and *Salisbury Sound* (AV 13) and various seadromes will be deactivated. The resultant annual savings is expected to be $20.8 million.

The Naval Supply Center, Bayonne, N. J., will be disestablished. Current supply support workload will be reassigned to the Naval Supply Center, Norfolk, Va., and the Naval Supply Depot, Newport, R. I.

A small supply facility at Bayonne will be continued to provide support for activities in the immediate New York area, and for Navy ships in New York harbor. The International Logistics Department of the Center will be established as a separate activity and remain at Bayonne, with employee augmentation from other center departments.

Ownership of the Naval Supply Center real estate and related housekeeping responsibilities will be transferred to the Army Military Ocean Terminal now located there. Annual savings of $3.5 million are expected.

Here are the installations affected, with action to be taken:

- Dutch Harbor, Alaska.—Excess land at the Naval Operating Base will be released for other use by June 1967.
- San Diego, Calif.—The seadrome at NAS North Island will be deactivated by July 1968.
- Boston, Mass.—Headquarters First Naval District will be consolidated with the Headquarters Third Naval District at New York, N. Y., by January 1968.
- Bayonne, N. J.—Naval Supply Center will be disestablished and the facility will be transferred to the Army by October 1967. Navy Clothing and Textile functions will be relocated to the Army laboratory at Natick, Mass., by December 1967.
- Brooklyn, N. Y.—Maintenance and repair shop of the Military Sea Transportation Service at Brooklyn Army Terminal will be closed by June 1967.
- Philadelphia, Pa.—Headquarters Fourth Naval District will be consolidated with Headquarters Fifth Naval District at Norfolk, Va., by January 1969.
- Seattle, Wash.—Headquarters Thirteenth Naval District will be consolidated with Headquarters Twelfth Naval District at San Francisco, Calif., by January 1970.

All shore operations associated with seaplanes will be discontinued and operation of seaplane tenders and associated support at all affected bases will end by July 1969. This will result in the closing of seaplane facilities at North Island, San Diego, Calif., and Whidbey Island, Wash., and reductions at Ford Island, Hawaii, Patuxent River, Md., and Corpus Christi, Texas.

NRS EDUCATIONAL LOANS

The deadline for submission of Navy Relief Society Educational Fund loans has been extended to 15 June. Those interested and having a need should request application forms from the Navy Relief Society, 1030 Munitions Building, Washington, D. C. 20360.

To be eligible for post-high school education and training, dependents must be under the age of 23. Sponsoring parents, either Navy or Marine Corps personnel, must be on active duty, must have completed 20 years' active service, or have been retired on physical disability.

Recent Listings of Medals for Service in Antarctic & Cuba

Ever serve a tour in the Antarctic? Were you involved in the Cuban operation? If so, and if the name of your ship or unit is cited below, you may well be entitled to receive the Antarctica Service Medal or the Navy Expeditionary Medal.

This is one of a series of lists of the names of ships and units, with dates of eligibility, included in SecNav Inst 1650.1C, Change 3, dated 9 Nov 1966. It is being published here for the benefit of those Navymen who have since left the ships and units listed as recipients of the award.

Eligibility dates of those ships and units listed in the August 1966 issue of All Hands are not repeated here. This is a supplement to that list. Eligibility dates of the Antarctica Service Medal are listed here for the first time.

In earlier issues, All Hands has published the names of those ships and units, with dates of eligibility, which were awarded the Vietnam Service Medal and the Armed Forces Expeditionary Medal for services in Vietnam.

In future issues, All Hands will publish the names of those ships and units, with dates of eligibility, that are eligible for the Armed Forces Expeditionary Medal for operations in Berlin, Taiwan, Cuba, the Dominican Republic, Laos, Lebanon, Congo and Quemoy-Matsu.

The implementing instruction, SecNav Inst 1650.1C, also includes a list of ships and units eligible for the Navy Unit Commendation during the period from World War II to Vietnam. This NUC list will not be printed, nor will the Marine Corps Expeditionary Medal list, which may be found in Change 2 of the instruction.

Partial lists of ships and units eligible for the AFEM for operations in Vietnam, Berlin, Congo, Taiwan, Quemoy, Laos, Lebanon and Cuba were published in the July 1964, October 1965 and August 1966 issues of All Hands.

Note: This current series of reports includes only those ships and units to be found in the latest addition to SecNav Inst 1650.1C (Change 3 of 9 Nov 1966). If your ship or unit is not included, check the above mentioned issues of All Hands or the SecNav Notices of 2 March, 3 March and 23 March 1966. Also check the other listings in the SecNav Instructions or Notices of the 1650 series.

Additional lists will be printed from time to time as further information becomes available to All Hands.

To qualify for the Antarctica Service Medal, you must meet any one of conditions set forth below:

- As a member of the armed forces of the United States, or civilian citizen, national or resident alien of the United States who, as a member of a U. S. expedition, participated in scientific, direct support or exploratory operations in the Antarctic continent.
- Any category of individuals listed above who participated in a foreign Antarctic expedition on that continent in coordination with a U. S. Antarctic expedition and who were under the sponsorship and approval of competent U. S. government authority.
- Any member of the U. S. armed forces who participated in flights as a member of the crew of an aircraft flying to or from the Antarctic or within the Antarctic continent in support of operations on that continent.
- Any member of the U. S. armed forces who has served in a U. S. ship operating south of latitude 60° south in support of U. S. operations in Antarctica.
- Any person not fulfilling the qualifications above but who participates in a U. S. Antarctic expedition on that continent at the invitation of a participating U. S. agency, provided the commander of the military support force considers that he has performed outstanding and exceptional service and shared the hardships and hazards of the expedition.

No minimum time limits are prescribed. No person is authorized to receive more than one award.

The Navy Expeditionary Medal is awarded to naval personnel who have actually landed on foreign territory and engaged in operations against armed opposition, or operated under circumstances which are considered to merit special recognition and for which no campaign medal has been awarded.

To the list of authorized expeditions, found in Annex II, List 4, of SecNav Inst 1560.1C, the expeditions to Cuba from 3 Jan 1961 to 23 Oct 1962 and to Thailand from 16 May 1962 to 10 Aug 1962 have been added.

Antarctica Service Medal

The following ships and units participated in expeditions below 60° South Latitude after 1 Jan 1946 during the periods indicated, and are eligible for the Antarctica Service Medal.

Arneb (AKA 56)
  15 Dec 1955-10 Feb 1956; 20 Dec 1956-20 Feb 1957; 13 January-4 Feb 1958; 8 January-4 Feb 1959; 10 Dec 1959-19 Feb 1960; 14 February-22 Mar 1961; 9-23 Dec 1961; 12-28 Jan 1962; 13 February-5 Mar 1962; 17 Dec 1962-13 Jan 1963; 9 February-7 Mar 1963
Atka (AGB 3)
  10 January-24 Feb 1955; 15 Dec 1956-1 Mar 1957; 25 Nov 1957-5 Feb 1958; 12 Dec 1959-14 Mar 1960; 6-24 Dec 1961; 9 Nov 1963-5 Mar 1964; 14 Nov 1965-10 Mar 1966
Brough (DE 148)
  12 Oct 1956-25 Feb 1957; 29 Sep 1957-18 Feb 1958; 28 Sep 1958-11 Jan 1959
Brownson (DD 868)
  26 Dec 1946-1 Mar 1947
Burton Island (AGB 1)
  3 Feb 1946-9 Mar 1947; 15 Dec 1947-26 Feb 1948; 22 Dec 1957-1 Mar 1958; 10 February-8 Mar 1960; 12 Nov 1961-25 Feb 1962; 10 Nov 1963-3 Mar 1964; 10 Nov 1965-31 Jan 1966
Cacapon (AO 52)
  24 Dec 1946-1 Mar 1947
Calcaterra (DER 390)
  20 Sep 1965-10 Feb 1966
Canisteo (AO 99)
  24 Dec 1946-10 Mar 1947
Currituck (AV 7)
  23 Dec 1946-12 Feb 1947
Curtiss (AV 4)
  15 January-15 Feb 1957
Durant (DER 389)
  15-21 Sep 1962; 6-20 Oct 1962; 30 October-16 Nov 1962; 28 November-27 Dec 1962; 7-18 January 1963; 3-16 Feb 1963
Edisto (AGB 2)
  16 Dec 1947-26 Feb 1948; 15 Dec 1955-24 Feb 1956; 15 January-1 Mar 1959; 22 Dec 1960-9 Apr 1961; 12 Nov 1962-13 Mar 1963; 12 January-1 Mar 1965
Elkhorn (AOG 7)
  9-23 Jan 1962; 9-24 Feb 1962
Eltanin (T AGOR 82)
  25 Sep 1963-15 Apr 1964
Forster (DER 334)
  21-31 Jan 1963; 16 February-4 Mar 1963
Glacier (AGB 4)
  10 Dec 1955-15 Apr 1956; 20 Oct 1956-20 Feb 1957; 25 Nov 1957-15 Mar 1958; 20 Oct 1958-1 Mar 1959; 10 Dec 1959-10 Mar 1960; 1 Dec 1960-29 Mar 1961; 12 November-16 Dec 1961; 15 January-2 Mar 1962; 5 November-8 Dec 1962; 25 Dec 1962-26 Jan 1963; 19 February-13 Mar 1963; 11 Nov 1963-15 Mar 1964; 3 Nov 1964-12 Mar 1965; 10 Nov 1965-12 Apr 1966
Merrick (AKA 97)
  15 Dec 1946-16 Feb 1947
Mills (DER 383)

23 Sep 1964-7 Mar 1965
Mizar (T AK 272)
12 November-11 Dec 1961
Mount Olympus (AGC 8)
30 Dec 1946-1 Mar 1947
Nespelen (AOG 55)
20 Dec 1955-17 Feb 1956; 1 Dec 1956-21 Feb 1957; 23 Dec 1957-6 Feb 1958; 20 Dec 1958-6 Feb 1959
Peterson (DE 152)
30 Sep 1959-17 Feb 1960
Philippine Sea (CV 47)
24 Jan 1946-3 Feb 1947
Pine Island (AV 12)
24 Dec 1946-10 Mar 1947
Sennet (SS 408)
28 Dec 1946-7 Feb 1947
Staten Island (AGB 5)
20 January-17 Feb 1957; 1 Dec 1958-9 Mar 1959; 11 Dec 1960-14 Apr 1961; 5 November-26 Dec 1962; 9 January-7 Mar 1963; 10 Nov 1964-8 Mar 1965
Thomas J. Gary (DER 326)
16 Oct 1965-5 Mar 1966
Tombigbee (AOG 11)
13-26 Jan 1963
Vance (DER 387)
19 September-10 Oct 1961; 24 October-10 Nov 1961; 20-21 Dec 1961; 5-13 Jan 1962; 19 January-6 Feb 1962; 18-26 Feb 1962
Wilhoite (DER 397)
30 Sep 1960-1 Mar 1961
Yancey (AKA 93)
29 Dec 1946-15 Feb 1947

Units

Air Development Squadron 6 (VX 6) and Detachments
20 Dec 1955 to present
Antarctic Support Activities and Detachments, and Naval Nuclear Power Unit, Detachment McMurdo
On a continuing basis
Naval Air Transport Squadron 3
18 February-22 Sep 1959; 26 Oct 1959-12 Jun 1960; 25 Jun 1960-10 Apr 1961
Naval Antarctic Support Activities and Detachments
1 Oct 1958 to present
Naval Cargo Handling Battalion 1
15 Dec 1956-1 Mar 1957; 25 Nov 1957-7 Feb 1958; 20 Dec 1958-1 Mar 1959; 18 January-15 Feb 1960; 25 Dec 1960-10 Feb 1961
Naval Cargo Handling Battalion 1 (Detachments)
6 Dec 1963-28 Feb 1964
Naval Cargo Handling Battalion 1 (Detachment Mike 2)
16 Dec 1964-14 Feb 1965; 13 Dec 1965-25 Feb 1966
Naval Cargo Handling Battalion 3 (Detachment Bravo)
20 Dec 1955-20 Feb 1956
Naval Construction Battalion Reconnaissance Unit
1 Oct 1957-1 Mar 1958; 1 Oct 1958-1 Mar 1959
Naval Helicopter Combat Support Squadron 1 (Detachment 41)
10 Nov 1965-31 Jan 1966
Helicopter Combat Support Squadron 4 (Detachment 87)
14 Nov 1965-10 Mar 1966
Helicopter Combat Support Squadron 4 (Detachment 88)
10 Nov 1965-12 Apr 1966
Naval Helicopter Utility Squadron 1
20 Oct 1956-20 Feb 1957; 25 Nov 1957-15 Mar 1958; 20 Oct 1958-1 Mar 1959; 10 Dec 1959-10 Mar 1960
Naval Helicopter Utility Squadron 1 (Detachment 41)
10 Nov 1963-3 Mar 1964
Naval Helicopter Utility Squadron 1 (Detachment 43)
10 Nov 1964-8 Mar 1965
Naval Helicopter Utility Squadron 2
20 Oct 1956-20 Feb 1957; 25 Nov 1957-15 Mar 1958; 20 Oct 1958-1 Mar 1959; 10 Dec 1959-10 Mar 1960
Naval Helicopter Utility Squadron 2 (Detachment 69)
10 Dec 1955-15 Apr 1956
Naval Helicopter Utility Squadron 4 (Detachment 81)
10-29 Jan 1964; 4 Oct 1964-8 Mar 1965
Naval Helicopter Utility Squadron 4 (Detachment 86)
12 January-1 Mar 1965
Naval Helicopter Utility Squadron 4 (Detachment 88)
11 Nov 1963-15 Mar 1964; 3 Nov 1964-8 Mar 1965
Naval Mobile Construction Battalion 1
15 Dec 1956-1 Mar 1957; 25 Nov 1957-7 Feb 1958; 1 Apr 1961-1 Mar 1962
Naval Mobile Construction Battalion 6
23 Oct 1964-6 Mar 1965
Naval Mobile Construction Battalion 6 (Detachment Whiskey)
18 Oct 1965-26 Feb 1966
Naval Mobile Construction Battalion 8
24 Sep 1962-16 Feb 1963; 15 Oct 1963-11 Mar 1964
Naval Mobile Construction Battalion Special
10 Dec 1955-15 Feb 1957
Naval Mobile Construction Battalion Special (Detachment Bravo)
1 Oct 1956-1 Jan 1958
Naval Nuclear Power Detachment McMurdo
1 Feb 1964-open
Naval Snow Compaction Team from Construction Battalions Pacific
10 Oct 1960-26 Feb 1961
Naval Support Unit III, Antarctica
1 Oct 1957-1 Dec 1958
Project Magnet
22-23 Oct 1960; 31 October-3 Nov 1960
Staff and Detachments, Commander Naval Support Force, Antarctica (TF 43)
15 Dec 1955-open
Staff, Commander Naval Task Force 39
15 Dec 1947-26 Feb 1948
Staff, Commander Naval Task Force 68
24 Dec 1946-10 Mar 1947
Underwater Demolition Team 14 (Only those members attached to unit and serving on board USS *Mount Olympus* (AGC 8)
30 Dec 1946-1 Mar 1947

Navy Expeditionary Medal

Cuba

(Water area between 12°N and 28° N latitude and 66° W and 84° longitude.)

(Including any embarked staff or unit regularly assigned.)

Ashland (LSD 1)
19 January-9 Feb 1962; 11-15 Feb 1962
Barton (DD 722)
4 June-27 Jul 1961
Boxer (LPH 4)
24 July-3 Aug 1961; 21 March-6 Apr 1962; 16-27 Apr 1962; 30 April-3 May 1962; 28-30 Jun 1962; 25-27 Jul 1962
Camp (DER 251)
30 September-26 Oct 1961
Chikaskia (AO 54)
22 March-14 Apr 1961; 16 April-5 May 1961
Chilton (APA 38)
17-29 Apr 1961; 5-12 Jun 1961; 6-29 Sep 1962; 21-23 Oct 1962
Clamagore (SS 343)
23 January-23 Feb 1962
Courtney (DE 1021)
1 May-30 Jun 1961
Eaton (DD 510)
29 June-22 Jul 1962
English (DD 696)
30 April-28 May 1961; 16-22 Jun 1961; 18-23 Oct 1962
Farragut (DLG 6)
31 March-10 May 1961; 18 May-4 Jun 1961
Fort Snelling (LSD 30)
3 January-1 Mar 1961; 4-18 Jun 1961; 24 July-3 Aug 1961; 18 Nov-9 Dec 1961
Fred T. Berry (DD 858)
29 Dec 1961-6 Feb 1962
Galveston (CLG 3)
1-17 Mar 1961; 29-31 Mar 1961
Grenadier (SS 525)
3-13 Jul 1961; 16 July-3 Aug 1961
Hermitage (LSD 34)
5-18 Jun 1961; 25-28 Jun 1962
Hoist (ARS 40)
1 October-2 Nov 1961
Hyades (AF 28)
14-22 Oct 1962
James C. Owens (DD 776)
20-31 Dec 1962
Lorain County (LST 1177)
6-31 Aug 1961; 1-31 May 1962; 10-14 Aug 1962
MacDonough (DLG 8)
28 April-19 May 1962; 31 May-4 Jun 1962; 19-21 Sep 1962
Mazama (AE 9)
1 February-9 Mar 1962; 1-23 Oct 1962
Mosopelea (ATF 158)
28 September-27 Oct 1961; 31 October-10 Nov 1961; 14-17 Nov 1961; 14 June-5 Jul 1962; 10-13 Jul 1962; 12-20 Oct 1962
Mountrail (APA 213)
10-27 Feb 1962
Northampton (CC 1)
1-10 Jun 1961; 12-19 Dec 1961; 5-24 Jan 1962
Notable (MSO 460)
21 January-5 Feb 1962
Peregrine (Ex-EMSF 373)
20-25 Jun 1962
Randolph (CVS 15)
20 April-11 May 1961; 15-31 May 1961; 9-15 Jun 1961
Rankin (AKA 103)
19-22 Feb 1961; 7-18 Jun 1961; 24 July-3 Aug 1961; 12-23 Nov 1961; 27 November-1 Dec 1961; 11-13 Mar 1962; 26-28 Jul 1962; 10-16 Aug 1962
Requisite (AGS 18)
5-17 May 1962
Sabine (AO 25)
27 January-16 Feb 1962; 19 February-2 Mar 1962
Sablefish (SS 303)
1-31 Mar 1962
Sandoval (APA 194)
11-26 Feb 1962
San Marcos (LSD 25)
16 March-16 Apr 1961
Sea Leopard (SS 483)
20-21 Oct 1962
Sea Lion (APSS 315)
8-12 Nov 1962; 25-29 Nov 1962
Shangri La (CVA 38)
3-11 Jun 1961; 14-18 Jun 1961
Spiegel Grove (LSD 32)
3 January-1 Mar 1961; 8 February-5 Mar 1962; 10-14 Mar 1962; 24-27 Jul 1962
Spikefish (AGSS 404)
7-13 Jan 1961; 15 January-2 Feb 1961; 19 April-18 May 1961; 3-31 Jan 1962; 22 April-23 May 1962; 5-20 Jul 1962
Steinaker (DDR 863)
1-16 Dec 1961
Stormes (DD 780)
27 January-3 Feb 1961; 16 February-3 Mar 1961; 7-25 Mar 1961
Thomas J. Gary (DER 326)
23 February-7 Mar 1961; 7 February-16 Mar 1962, 9-18 Apr 1962; 17 May-10 Jun 1962
Threadfin (SS 410)
18-29 Apr 1961
Vogelgesang (DD 862)
2-30 Jul 1961
Wahkiakum County (LST 1162)
18-25 Apr 1961
Yellowstone (AD 27)
7-30 Apr 1961

Units

Air Antisubmarine Squadron 30, Det 14
22-23 Oct 1962
Air Antisubmarine Squadron 39 (VS 39)
17-23 Oct 1962
Air Antisubmarine Squadron 715 (VS 715)*
4-30 Jun 1962
Air Antisubmarine Squadron 831 (VS 831)*
1 November-13 Dec 1961
Air Antisubmarine Squadron 837 (VS 837)*
25 April-21 Jul 1962
Air Antisubmarine Squadron 861 (VS 861)*
11 Dec 1961-1 Feb 1962; 1 Mar 1962-21 Jul 1962
Air Antisubmarine Squadron 915 (VS 915)*
12 March-22 May 1962
Air Antisubmarine Squadron 935 (VS 935)*
1 February-11 Mar 1962
Airborne Early Warning Squadron 4 (VW 4)*
3 Jan-1961-23 Oct 1962

Air Development Squadron 1 (VX 1)	29 Sep 1961-23 Oct 1962
Air Development Squadron 1 (VX 1) Det 14	22-23 Oct 1962
Air Transport Squadron 22 (VR 22)	31 Jan 1961-23 Oct 1962
Amphibious Construction Battalion 2 Det PhibTraLex (3 62)	2-22 Oct 1962
Atlantic Fleet Mobile Photographic Group	1 July-23 Oct 1962
Attack Squadron 35 (VA 35)*	18-23 Oct 1962
Carrier Airborne Early Warning Squadron 33 (VAW 33)*	16 Oct-1961-23 Oct 1962
Carrier Antisubmarine Air Group 56 Det 14*	3 Jan 1961-23 Oct 1962
Fighter Squadron 3 (VF 3)	3 Jan 1961-23 Oct 1962
Fighter Squadron 32 (VF 32)*	19-23 Oct 1962
Fighter Squadron 41 (VF 41)*	8-23 Oct 1962
Fighter Squadron 101 (VF 101)*	3 Jan 1961-23 Oct 1962
Fighter Squadron 161 (VF 161)*	17 May-9 Jul 1961
Fighter Squadron 162 (VF 162)*	5-16 Jun 1961
Fleet Air Reconnaissance Squadron 2 (VQ 2)*	3 Jan 1961-23 Oct 1962
Fleet Tactical Support Squadron 40 (VR 40)*	8-23 Oct 1962
Fleet Tactical Support Squadron 832 (VR 832)*	5-18 Nov 1962
Heavy Attack Squadron 62 (VAP 62)*	3 Jan 1961-23 Oct 1962
Helicopter Antisubmarine Squadron 1 (HS 1)*	22-23 Oct 1962
Helicopter Antisubmarine Squadron 9 (HS 9)*	3 Jan 1961-23 Oct 1962
Light Photographic Squadron 62 (VFP 62) Det 60*	1 February-30 Apr 1962
Minesweeping Boat 6	21-23 Oct 1962
Minesweeping Boat 7	21-23 Oct 1962
Minesweeping Boat 10	21-23 Oct 1962
Minesweeping Boat 11	21-23 Oct 1962
Minesweeping Boat 43	21-23 Oct 1962
Minesweeping Boat 44	21-23 Oct 1962
Patrol Squadron 24 (VP 24)*	3 Jan 1961-23 Oct 1962
Patrol Squadron 674 (VP 674)*	15 Dec 1961-15 Jan 1962; 15 April-15 May 1962

*Only those members of air crews who actually conducted flights into Cuban waters during periods indicated.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, BuPers Instructions and BuPers Notices that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; BuPers Instructions and Notices apply to all ships and stations.

Instructions

No. 1210.13A—Discusses the criteria to be used in the identification of unrestricted line officers qualified in subspecialty areas, and described the manner in which they will be identified.

No. 1331.3E — Describes the courses offered at the U. S. Naval Test Pilot School, the USAF Aerospace Research Pilot School and the British Empire Test Pilot School.

Notices

No. 1130 (13 February)—Provided instructions for recommendations for reenlistment for those ineligible to reenlist because of status or a disqualifying factor.

No. 1500 (15 February)—Emphasized the need for strict compliance with the established criteria for those ordered to Nuclear Power School and Basic Enlisted Submarine School.

No. 1650 (13 February)—Announced the names of ships and units which have been recently awarded the Navy Unit Commendation.

No. 4632 (13 February)—Prescribed a standard form for authorization of military standby commercial air travel to be issued active duty military personnel.

No. 1520 (17 February)—Discussed the scope of the Navy Postgraduate Educational program presently planned for the academic years 1968-69, and provided instruction for submission of curricula preference.

No. 1700 (21 February)—Announced the 12th All-Navy comic cartoon contest.

No. 4600 (24 February)—Discussed some of the various tariffs, rules and regulations governing the travel of military personnel at their own expense while in a leave or delay en route status when traveling within the continental United States.

No. 1306 (9 March)—Announced the sea duty commencement cutoff dates which establish the eligibility of enlisted personnel for Seavey Segment B-67.

No. 1510 (9 March)—Announced the names of those active duty naval personnel who have been provisionally selected by the NESEP selection board for entrance into the program.

LT Melville C. Murray, USNR

"Hey, Sarge, you'll never believe this, but . . ."

New MAC Channel Begins 16-Hour Flight Between Vietnam and California

The inauguration of a Military Airlift Command (MAC) flight between Da Nang and Norton Air Force Base, Calif. was good news to Navymen scheduled to leave Vietnam. The new MAC channel puts only 16 hours between the homeward bound Navyman and the United States. One stopover—about one and a half hours—at Okinawa eliminates the possibility of being stranded somewhere along the route.

The flight is made aboard a commercial jetliner which has been chartered by the Military Airlift Command. Movies are not shown on board but, immediately after takeoff from both Da Nang and Okinawa, the stewardesses give a fetching demonstration of how to struggle into a life jacket which makes the task seem both easy and graceful.

Inasmuch as the flight crosses the international date line, the jetliner, according to the calendar and the clock, lands at Norton AFB before it took off from Da Nang.

An on-the-spot means of purchasing air, rail or bus tickets is available to servicemen at Norton AFB (near San Bernardino, Calif.) which makes further travel easier on commercial carriers. Economical bus transportation is also available between Norton Air Force Base and Los Angeles International Airport, train and bus depots.

HEROES and LEADERS

NAVY CROSS

"For extraordinary heroism . . ."

★ **Burnand**, Robert W., Jr., Lieutenant, USNR, while serving as plane commander of an armored search and rescue helicopter during a series of related rescue missions in Southeast Asia from 12 through 16 Oct 1966. LT Burnand was vectored to an inland area of Vietnam on three separate search and rescue flights in attempts to rescue a downed Navy pilot. Although he encountered severe enemy ground fire, he persisted in his attempts to locate and rescue the survivor. During the final search, an accompanying helicopter was riddled by intense enemy automatic weapons fire which completely disabled one of its engines and forced the craft to retire toward the sea. Observing the action, and realizing that it was mandatory that the operation continue in the same location, LT Burnand and his crew decided to expose themselves to enemy fire to thwart the North Vietnamese and complete their mission. By executing evasive maneuvers and effectively directing accurate counterfire at the enemy, he and his crew suppressed enemy resistance enough to complete the mission.

DISTINGUISHED SERVICE MEDAL

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility . . ."

★ **Ellis**, William E., Vice Admiral, USN, as Commander Sixth Fleet, from May 1964 to May 1966. Under his command, the responsiveness, training and morale of his forces were refined and enhanced despite increased difficulties in the logistic, personnel and material areas, as shown by the rapid reaction and efficiency with which he responded to the request for Navy assistance in the recovery of a bomb lost off the coast of Spain.

★ **Reed**, Allan L., Rear Admiral, USN, as Chief of Staff, Defense Intelligence Agency, from June 1964 to June 1966. RADM Reed carried out executive level management for the planning, organization and coordination of the operations of the agency. He also made significant contributions in the planning and organization of the Defense Attache System and in the establishment and guidance of the Intelligence Position and Qualifications Board.

★ **Smith**, Allen, Jr., Rear Admiral, USN, as Chief of Naval Air Technical Training from August 1963 to April 1966. Responsible for the training of virtually all naval aviation personnel other than pilots, RADM Smith attacked the problems associated with providing the operating forces with larger numbers of technically trained personnel in a shorter training period. He made marked improvements both in efficiency of training procedures and in management practices throughout his command.

SILVER STAR MEDAL

"For conspicuous gallantry and intrepidity in action . . ."

★ **Anderson**, Richard E., Commander, CEC, USN, while serving as Commanding Officer, U. S. Naval Mobile Construction Battalion Nine, near Da Nang, Vietnam, on 27 and 28 Oct 1965. When his battalion's camp was suddenly struck by enemy mortar and automatic weapons fire, CDR Anderson courageously moved from his covered position at his living area to the battalion command post. In so doing, he was wounded in the leg by fragments from a mortar explosion. Ignoring his wounds and the incessant fire, he continued on to the command post and took direct control of the execution of his effective defensive plan. As the battle progressed, he boldly moved about the camp, directing the care and evacuation of the wounded and encouraging his men. He resolutely rejected treatment of his wounds until all other known wounded had been treated.

★ **Barraud**, Wesley L., Hospital Corpsman 2nd Class, USN, on 18 Dec 1965, while serving with U. S. Marines during operations against insurgent communist (Viet Cong) forces in the Republic of Vietnam during Operation Harvest Moon. Petty Officer Barraud was accompanying the command group on a march in the vicinity of Trung Phan when the company was attacked by heavily armed Viet Cong forces. When the company commander and his radio operator were critically wounded and lay helpless in the field of fire, Barraud left his protected position and moved across the fire-swept area to aid them. Though wounded in the leg in this heroic effort, he administered first aid to the wounded Marines, calmly disregarding the intense enemy fire. When joined by another corpsman, he skillfully advised him on treating the wounded and on their priority of evacuation. Although he was wounded a second time while waiting for the helicopter, Barraud continued to advise and encourage those around him until he was evacuated.

★ **Carper**, Loring W., Jr., Hospitalman, USN, posthumously, as a hospitalman for a 20-man reconnaissance platoon in the Hue Phu Bai area, Republic of Vietnam, on the afternoon of 17 May 1966. During an attack by enemy forces, one of the Marines was critically wounded. Disregarding his own safety, Hospitalman Carper, in the midst of the firefight, answered the call for help and maneuvered forward. As he reached the side of the wounded Marine, he was hit by small arms fire. In a final act of uncommon heroism, Carper placed his body upon that of the wounded man, protecting him from further fire. Hospitalman Carper gallantly gave his life in the service of his country for a fallen comrade.

★ **Chewning**, Milton J., Commander, USN, while leading a flight of A4E *Skyhawks* on an armed reconnaissance mission in North Vietnam on 3 Jun 1966. CDR Chewning's plane suffered a direct hit from the intense enemy antiaircraft fire. Though severely wounded in the right arm, he attacked a nearby road target, then courageously returned his plane to USS *Ranger* with only the use of his left arm. With dogged determination, he completed his mission under extreme duress and saved a valuable airplane.

★ **Counce**, Donald E., Hospitalman, USN, while serving as a corpsman with U. S. Marines in action against Viet Cong forces in Vietnam on 28 Feb 1966, during Operation New York. Two Marines were seriously wounded while racing across a fire-raked, open terrain to make a daring assault on an enemy machine gun position. Hospitalman Counce hurried to their aid. After treating the first Marine, he crawled 30 yards under fire to reach the second man. His aggressive action motivated others to pursue the attack and eventually overcome the enemy force.

★ Daniels, Dennis S., Lieutenant (jg), USNR, as second pilot of a helicopter during the rescue of a downed airman in North Vietnam on 2 May 1966. While under enemy fire from a ridge, LTJG Daniels assisted the pilot in hovering the helicopter and calmly performed his assigned duties. Though wounded by splinters from the helicopter's airframe, which was hit by enemy fire, he completed his duties and helped in the rescue of the downed airman, who otherwise would have been killed or captured within a few minutes.

★ Fredette, Bradford T., Hospitalman, USN, while serving as a corpsman with U. S. Marines in Vietnam during Operation Harvest Moon on 10 Dec 1965. His company was assigned the mission of assaulting a fortified insurgent communist position. When his platoon began sustaining casualties from automatic weapons and mortar fire, Fredette, ignoring the intense fire, went to the aid of his fallen comrades. He performed a tracheotomy on one Marine who had received a puncture wound in the throat, thus saving the man's life. When his company sustained several more casualties, he persisted in his efforts, moving from man to man, rendering aid and comfort. Again demonstrating his seemingly inexhaustible energy, he established a temporary aid station for the further treatment and evacuation of the wounded. Fredette was responsible for saving the lives of and reducing the suffering of many Marines.

★ Johnson, Lawrence E., Hospital Corpsman 3rd Class, USN, posthumously, while serving with U. S. Marines on 4 Mar 1966 during Operation Utah in Vietnam. Casualties mounted when his platoon was subjected to heavy enemy mortar and automatic weapons fire shortly after the company had secured the high ground dominating the right flank of the battalion's zone of action. Johnson, under fire, moved from one casualty to another, rendering aid and comfort and supervising the evacuation. When one of the squad leaders was seriously wounded, Johnson attempted to keep the man alive by administering mouth-to-mouth resuscitation while moving the man 300 yards under fire to the evacuation point. During a later enemy counterattack, Johnson saw another wounded Marine to his front and, despite the onrushing enemy, attempted to reach the victim, but was struck down by enemy fire.

★ Machen, Billy W., Radarman 2nd Class, USN, posthumously, while serving as a point man for a Seal fire team in the Rung Sat Special Zone, Vietnam, on 19 Aug 1966. Petty Officer Machen led the team through Viet Cong territory in search of two camouflaged sampans reported by friendly elements. Upon reaching a clearing in the dense jungle, he halted the patrol and proceeded into the clearing alone. Spotting an enemy ambush, he chose to expose himself to hostile fire by firing his weapon on the enemy positions rather than to retrace his steps and thereby compromise his teammembers' position. By this courageous act he enabled his comrades to seek cover, form a hasty defensive perimeter and escape unharmed after suppressing the enemy fire. Machen was fatally wounded by the initial enemy fusillade.

★ Shaw, John D., Commander, USN, during a combat mission over North Vietnam on 7 Nov 1965. CDR Shaw led a flight of five aircraft in a highly successful strike against a surface-to-air missile site. Despite intense enemy fire, CDR Shaw visually located the missile site, led the other members of the strike group to it, then dived to fire his rockets into the central control area, causing a fire which further marked the target for the other aircraft.

★ Smith, Gordon H., Commander, USN, as flight leader of two divisions of propeller-driven attack aircraft on 6 and 7 Nov 1965. Responding to a call for help to search for several downed U. S. Air Force airmen, CDR Smith led his flight to the scene, transiting missile envelopes and known antiaircraft positions. Despite approaching darkness and heavy enemy fire, he remained in the area and led a rescue helicopter to the exact position of one of the airmen. During the rescue, he suppressed all enemy activity in the area by cannon fire. Low on fuel, and flying through severe thunderstorms during his return to the carrier, he landed with less than five minutes of fuel remaining. The next morning, he returned to the area, re-established contact with another airman and, when the rescue helicopter was severely damaged by enemy fire, directed it to a suitable landing site on a mountain top.

SILVER STAR was given to Ralph E. Powers, BM2, for gallantry with a patrol craft division in Vietnam.

★ Smith, John C., Jr., Lieutenant, USNR, while serving as flight officer of an F4B *Phantom* aircraft on 17 Jun 1965. LT Smith engaged four and possibly six enemy aircraft, accounting for one confirmed kill and contributing to another, which diverted the remaining enemy planes from their threat to U. S. striking forces. With heavy antiaircraft fire bursting throughout the patrol area, he maintained his vigil and attacked, seeking out and destroying the opposing enemy aircraft. He thus prevented damage to friendly strike aircraft in the area.

LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the government of the United States . . ."

★ Adams, Frank M., Commander, USN, as Commanding Officer, USS *Swordfish* (SSN 579), during three related missions conducted from 8 Oct 1963 to 23 Jul 1965.

★ Anderson, Richard E., Commander, CEC, USN, as Commanding Officer, Naval Mobile Construction Battalion Nine, in Vietnam, from June 1965 to February 1966. The Combat Distinguishing Device is authorized.

★ Barbour, Henry S., Captain, USN, as Plans and Capabilities Officer for Commander in Chief, U. S. Pacific Fleet, from 1 Jul 1964 to 15 May 1966.

★ Cochrane, Richard L., Captain, USN, as Commander Amphibious Ready Group, U. S. Seventh Fleet (Commander Task Group 76.5) from 7 April to 29 Jul 1966.

★ Dybdal, Victor A., Captain, USN, as Chief of Staff to Commander U. S.

Seventh Fleet from August 1964 to December 1965.

★ Forehand, Paul W., Commander, CEC, USN, as Chief and Deputy Chief, Base Development Branch, Engineer Division, Officer of the Assistant Chief of Staff, J4, and Deputy Chief, Engineering and Base Development Division, Construction Directorate, U. S. Military Assistance Command, Vietnam, from 16 May 1965 to 15 May 1966.

★ Gill, Samuel C., Jr., Captain, CEC USN, as Public Works Officer, Headquarters Support Activity, Saigon, Vietnam, from 12 Dec 1964 to 31 Dec 1965.

★ Hering, Alexander C., Captain, MC, USN, as Senior Medical Officer of the Naval Station Hospital, Headquarters Support Activity Saigon, from 25 February to 30 Mar 1966.

★ Holder, Billy D., Captain, USN, as Operations Officer for Commander Carrier Division Nine from 2 July to 5 Nov 1965.

★ Hopkins, Lewis A., Captain, USN, from 21 Aug 1963 to 30 Apr 1966, as Director, Programs and Budget Division, Bureau of Naval Weapons and Naval Weapons Support Activity, and from 1 May 1966 to 31 Jan 1967 as Director, Programs and Resources Division, Naval Air Systems Command.

★ Huff, Kenneth P., Captain, USNR, as Commanding Officer, U. S. Naval Support Activity, Da Nang, from 23 Jul 1965 to 5 Feb 1966.

★ Miner, John O., Rear Admiral, USN, as Deputy Director for Operations, National Military Command System, from 26 Aug 1963 to 4 Aug 1965, and as Chief, Western Hemisphere Division, Plans and Policy Directorate, Organization of the Joint Chiefs of Staff, from 5 Aug 1965 through May 1966.

★ Maurer, John H., Rear Admiral, USN, as Commander Middle East Force from 17 Jul 1964 to 26 Apr 1966.

★ Palmer, Charles F., Captain, SC, USN, as Chief of the Supply Management Division, Supply Operations Directorate, Defense Supply Agency, from 17 Sep 1965 to 30 Sep 1966.

★ Showers, Donald M., Rear Admiral, USN, as Assistant Chief of Staff for Intelligence, Commander in Chief, U. S. Pacific Fleet, from August 1962 to June 1966.

★ Swanson, Charles A. L., Commander, USN, as senior Operations Staff Officer, U. S. Navy, in the Combat Operations Center of Headquarters, U. S. Military Assistance Command, Vietnam, from July 1964 to March 1965.

MOTHER'S THANKS—James D. McCandless, BT3, receives thank-you for rescue of Colleen Gillen from debris-laden waters of Truxton River.

★ Trum, Herman J., III, Captain, USN, as Assistant Chief of Staff for Operations on the staff of Commander in Chief, U. S. Pacific Fleet, from 1 Aug 1964 to 15 Apr 1966.

★ Whitman, William A., Captain, USN, from 7 Sep 1965 to 31 Aug 1966, as a member of the Vietnam Support Expediting Task Force.

Gold Star in lieu of Second Award

★ Ostrom, Carl A., Captain, DC, USN, from June 1959 to July 1966, in the Naval Medical Research Institute, National Naval Medical Center, Bethesda, Md., and in the Bureau of Medicine and Surgery, Navy Department, Washington, D. C.

Gold Star in lieu of Third Award

★ Aurand, Evan P., Rear Admiral, USN, as Commander Antisubmarine Warfare Task Group, U. S. Seventh Fleet, from 23 Sep 1965 to 17 Feb 1966.

DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight . . ."

★ Burnand, Robert W., Jr., Lieutenant, USNR, as a helicopter pilot on a search and rescue mission in North Vietnam on 9 Oct 1966. LT Burnand, though hampered by heavy flak and MIG fighters, continued to brave enemy fire in a gallant effort to retrieve the pilot of a downed aircraft, but he was forced to retire when faced with a critical fuel reserve.

★ Chewning, Milton J., Commander, USN, as division leader of a flight of four A4E *Skyhawks* on an armed reconnaissance mission on 31 Jan 1966. CDR Chewning, despite low ceilings and limited visibility, led his division on low-altitude bombing and rocket attacks on the ferry landing south of Dong Hoi, North Vietnam, which inflicted heavy damage and started numerous secondary fires. Intense antiaircraft artillery fire in the target area resulted in major damage to one aircraft in the flight and the loss of the section leader's aircraft. Disregarding his own safety, CDR Chewning conducted numerous low-altitude searching passes in the area until the pilot was rescued after nearly an hour in the water.

★ DeCamp, Dwight E., Commander, USN, in combat with the enemy on 10 Feb 1965. After planning the tactics and briefing the pilots for a night armed road reconnaissance mission against enemy vehicular traffic, CDR DeCamp led his flight with flawless navigation along his assigned route. Upon sighting lights, which under flare illumination proved to be enemy truck convoys, he led his flight into five rocket and strafing attacks. Eleven enemy trucks were destroyed.

★ Endo, Norio B., Lieutenant Commander, USN, as a pilot in a large striking force launched against two bridges in North Vietnam on 23 Apr 1965. After repeated failures of the other aircraft to inflict major damage to the bridge, he dropped the center span on his first run, thus playing a major part in denying the enemy use of the primary supply route.

★ Gottschalk, Gary L., Lieutenant (jg), USNR, during an air rescue mission deep in North Vietnam on 6 Nov 1965. In an attempt to rescue several downed U. S. Air Force men, LTJG Gottschalk, while subjected to intense antiaircraft and small arms fire, flew for an extended period within surface-to-air missile envelopes. Through his alert actions in calling antiaircraft fire, he saved his flight leader from being hit. Despite the hazards of low-level flight at night in rugged, mountainous terrain, he boldly elected to continue the search after darkness. When the position of one survivor was established, he made repeated passes at dangerously low altitudes in order to determine the optimum approach for the rescue helicopter. After the location of another downed airman had been established, he remained on the scene, despite a dangerously low fuel state, to point out the exact location of the survivor to relieving aircraft.

★ Harris, Jack H., Commander, USN, posthumously, during the air strike against Bach Long Vi Island in North Vietnam on 29 Mar 1965. In order to permit strike aircraft to destroy important military targets on the island, CDR Harris attacked and silenced enemy antiaircraft gun positions. During his second attack, his aircraft sustained a critical hit and he was forced to eject over enemy waters. He was rescued shortly thereafter.

★ Johnson, William A., Lieutenant (jg), USN, posthumously, during operations over hostile North Vietnamese territory on 12 Aug 1966. LTJG Johnson was the wingman in a two-plane section of aircraft which had been assigned routine surveillance over a large tanker. As the section approached the tanker, it was discovered that the four large POL barges which had been alongside it were now under tow by a large tugboat, which was making its way toward the shelter of the nearby islands. Having determined that the barges were within striking distance from the tanker, the section leader, followed by LTJG Johnson, initiated a dive-bombing attack. A direct hit on the third barge by LTJG Johnson resulted in an explosion which created a large fireball, spread burning fuel over the stricken craft and ignited the two adjacent barges. The resulting loss in petroleum is considered to have contributed materially to the reduction in the flow of men and materials to the insurgent forces in South Vietnam.

★ Knoizen, Arthur K., Commander, USN, during the air strike against Bach Long Vi Island, North Vietnam, on 29 Mar 1965. As flight leader of a 10-plane A1H strike element, CDR Knoizen led his flight under extremely poor weather conditions and conducted a successful attack on assigned targets. He personally scored a direct hit on the barracks buildings. Although several preceding jet attack aircraft had been shot down by the intense antiaircraft fire, he led his flight in a second attack to insure target destruction. The mission resulted in secondary explosions which continued for hours after the strike. Upon completion of the attack, he led four planes in a search for downed pilots.

★ March, Daniel P., Lieutenant, USN, while conducting a rescue mission in North Vietnam on 17 May 1965. After locating an Air Force pilot who was downed in the jungle, LT March provided protection to the airman from intense enemy fire for an hour while his wingman flew through extremely poor weather to bring search and rescue helicopters to the scene. During the rescue mission, LT March provided protection for the pilot and helicopters by making repeated strafing and rocket attacks on enemy forces in the immediate area. Although his aircraft was hit by enemy fire, he maintained his attacks and insured the success of the rescue.

★ Muka, Joseph A., Jr., Lieutenant Commander, USN, as Officer in Charge, Light Photographic Squadron 63, Detachment Delta, on 19 and 22 Aug 1965. Assigned the task of searching for suspected surface-to-air missile sites in the Hanoi-Phu Ly and the Hanoi-Haiphong complexes, LCDR Muka flew unarmed and unescorted. The assigned search areas were saturated with intensive antiaircraft artillery installations, and came within the "kill envelopes" of several known surface-to-air missile sites, and were close to enemy fighter bases. Maneuvering his aircraft at low altitude throughout his search areas, LCDR Muka exposed himself to heavy ground fire and the missile threat for over 40 minutes. The photographic results of these flights yielded vital intelligence information.

★ Nottingham, Robert P., Commander, USN, as leader of a flight of 13 aircraft on 5 Aug 1964, assigned to find and destroy motor torpedo boats at their bases in North Vietnam. CDR Nottingham led his flight through 300 miles of adverse weather, then pinpointed the targets and led a coordinated rocket attack on the enemy vessels. His own rockets, delievered at close range in the face of heavy antiaircraft fire, severely damaged one of the motor torpedo boats. Only 10 hours earlier, CDR Nottingham had led another flight through darkness, heavy rain and thunderstorms to provide air support for two U. S. destroyers besieged by North Vietnamese motor torpedo boats in the Gulf of Tonkin. His skill in locating the destroyers and positioning his flight for their support contributed materially to the over-all successful effort of air and surface units in repulsing the attack on U. S. forces.

SEAL OF HEROISM—LTJG William R. Pechacek receives Bronze Star and Purple Heart for action with SEAL Team One against the Viet Cong.

★ Parode, Harlan D., Commander, USN, while conducting a search for a downed pilot in North Vietnam on 10 Sep 1965. CDR Parode led his Rescue Combat Air Patrol flight in a search at altitudes of 50 to 500 feet in the vicinity of Vinh, an area known to have one of the heaviest concentrations of antiaircraft artillery in North Vietnam, for more than an hour. The flight remained over the scene until flak damage to the planes forced a retirement. He accomplished a thorough visual search in an extremely narrow valley and returned to his carrier with less than 300 pounds of fuel.

★ Peck, Paul A., Commander, USN, in the air strike on Chanh Hoa Army Barracks, Dong Hoi, North Vietnam, on 11 Feb 1965. CDR Peck, as division leader of a flight of A4C aircraft, navigated through low cloud ceilings and restricted visibility to his coastal entry point. Despite hazardous conditions presented by marginal weather, low altitude maneuvering complicated by heavily loaded aircraft, and intense ground fire, he led his division in a devastating attack with cannon fire and low-level bombing.

★ Schneiders, Joseph M., Commander, USN, as strike leader and coordinator for a massive aerial attack against military installations on Bach Long Vi Island, North Vietnam, on 29 Mar 1965. Despite very poor visibility in the target area, and intense antiaircraft fire, he persisted in maneuvering his aircraft close aboard the island. From this vantage point he was able to direct and coordinate repeated attacks. Discovering that the A1H squadron had missed the island because of poor visibility, CDR Schneiders promptly made contact with those aircraft and vectored them to the target. He also made rocket attacks against antiaircraft batteries on the island. He contributed greatly toward the destruction of radar sites and other military installations on the island.

NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy . . ."

★ AYRE, Donald, Lieutenant, USN, while serving as Command Duty Officer of USS *Forrest Royal* (DD 872), anchored in the open sea off Rhodes, Greece, on the night of 26 Dec 1965. When he was notified that the coxswain of the ship's boat had fallen into the heavy seas without a life jacket and was rapidly being swept away from the ship, LT Ayre plunged into the turbulent waters, swam to the boat and took charge of it. After the victim was located, attempts to maneuver the boat near the man were unsuccessful because of the heavy seas. Plunging into the water a second time, LT Ayre swam to the side of the almost unconscious coxswain and managed to tow him to the ship's boat, where both men were lifted to safety.

★ CHAVEZ, Rudolph, Airman Apprentice, USN, for saving the life of the driver of a flaming, overturned automobile. Chavez, a passenger in the car, was dazed and suffering from a severely injured arm because of the accident, but he managed to pull the pinned driver from the burning vehicle, which was in imminent danger of exploding.

★ MEANEY, Rodger G., Seaman, USN, while trying to free *YTL 428*, which had run aground in strong winds and heavy seas, on 28 Jan 1966. Meaney, a crewman of Pusher Boat No. 18, sighted a man in the breaking surf and leaped overboard in a rescue attempt. Swimming to the side of the panic-stricken victim, Meaney subdued and towed the man to the *YTL 428*, where both men were lifted to safety.

★ PATE, Dwight W., Lieutenant (jg), USN, on 5 Feb 1966, after being involved in a helicopter crash in the Gulf of Tonkin, South China Sea, with 10 shipmates. LTJG Pate, in pounding seas and high winds, helped a man with a deflated life jacket to the floating, inverted helicopter. Though almost exhausted after this action, he immediately swam to another survivor, who had no life jacket, and kept him afloat until a rescue craft lifted both men to safety.

BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operations . . ."

★ ADKINS, William J., Lieutenant, USN, while serving as Senior Naval Advisor, Vietnamese Coastal Group 25, from 22 April to 8 Jul 1965. In addition to insuring maximum effective use of the Vietnamese Naval Forces by participating in joint Army/Navy/Air Force planning conferences, LT Adkins participated in several combat operations, during which he was subjected to enemy fire. He significantly improved the capabilities of the unit and contributed greatly to the counterinsurgency effort. The Combat Distinguishing Device is authorized.

★ BROWN, Francis T., Commander, USN, as Operations Officer and Executive Officer of USS *Oriskany* (CVA 34) during combat operations in Southeast Asia from 30 June to 26 Oct 1966. As Operations Officer, CDR Brown developed and established realistic policies and procedures which have been vital to the over-all combat success of the ship and the air wing. His ability to plan and execute the complex combat effort of the carrier resulted in tremendous damage to enemy installations and material. As Executive Officer, CDR Brown was able to coordinate the endeavors of all departments for maximum productivity and to channel all efforts to *Oriskany's* primary mission of combat support. Remaining completely current in all aspects of air warfare in North Vietnam, he served the command and the flag as a trusted advisor and technical expert in every phase of Task Group combat operations. When a devastating fire struck the ship, his organization and supervision of fire and rescue parties were of inestimable importance in saving the ship and reducing casualties.

★ EDRIS, Richard J., Commander, USN, posthumously, as Force Operations Officer, Staff, Commander U. S. Naval Forces, Vietnam, from 23 February to 1 Nov 1966.

★ GALLEGOS, EDDIE M., Hospitalman, USN, while serving with U. S. Marines in the Republic of Vietnam, in connection with operations against the Viet Cong on 14 May 1966. When his platoon came under heavy mortar and small arms fire, Hospitalman Gallegos ran through an exposed area from the rear to the front of the platoon to assist the casualties. Although he was seriously wounded in his right thigh while administering aid to a comrade, he continued to render medical assistance to the wounded by crawling from man to man. While performing his lifesaving duties, Gallegos sustained a head wound and lay helpless on an exposed flank until a group of Marines moved him to safety. With undaunted courage, he refused evacuation and gave instructions to Marines on the proper care of the wounded. The Combat Distinguishing Device is authorized.

★ MARKILLIE, JOHN R., Hospital Corpsman 3rd Class, USN, posthumously, in connection with operations against Viet Cong forces while serving with U. S. Marines in Vietnam, on 16 Jun 1966. During a mission to rescue outpost personnel trapped in the vicinity of Tam Ky, Petty Officer Markillie rushed into an onslaught of heavy enemy automatic weapons fire to render assistance to a wounded Marine. Despite the intensity and accuracy of the hostile fire, he continued to move toward the casualty and had managed to reach the man before he received serious wounds. The Combat Distinguishing Device is authorized.

★ PERALTA, JOHN R., Hospitalman, USN, while serving with U. S. Marines during Operation Starlite near Chu Lai, Republic of Vietnam, on 18 Aug 1965. His company sustained numerous casualties when taken under heavy small arms and mortar fire from a numerically superior enemy force in well-entrenched positions. Hospitalman Peralta fearlessly exposed himself to the enemy fire to administer aid to an estimated 45 Marines throughout the day. He saved the lives of many of the men and made a significant contribution to his company's success. The Combat Distinguishing Device is authorized.

★ PICKERING, GARY W., Lieutenant, USN, as a patrol ship advisor to the Vietnamese Navy Sea Force from 1 Oct 1964 to 24 Aug 1965. LT Pickering participated directly in 13 combat patrols totaling over 200 days. He frequently came under enemy fire. The Combat Distinguishing Device is authorized.

★ PITZ, PETER E., Ensign, USNR, as Boat Group Commander aboard USS *Point Defiance* (LSD 31), during Operation Dagger Thrust at Vaung Mu, Republic of Vietnam, on 2 Oct 1965. When his boat, leading the first wave to Red Beach, was fired upon as it approached the surf line, ENS Pitz ordered the hostile fire returned and continued down the boat lane. After crossing the surf line, he ordered his boat to the flank of the boat lane to act as traffic control and light salvage vessel. ENS Pitz twice led a wave of amphibious vehicles (LVTs) to Green Beach at Vaung Mu, both times under heavy hostile fire. During the night, as wave guide for the backloading of amphibious vehicles from Green Beach, he took his boat close to shore to insure recognition from the LVTs, despite heavy fire from the beach. The Combat Distinguishing Device is authorized.

★ PORTER, DONALD H., Lieutenant, USN, as Senior Advisor to a Vietnamese junk division on 24 Jan 1965. After volunteering for a combat operation to rescue four American enlisted men believed captured by the Viet Cong, LT Porter, in the face of enemy fire, led a small force from a grounded LCP through 100 meters of waist-deep water and set up positions to block any movement of Viet Cong elements. Observing a helicopter in apparent trouble, he exposed himself to enemy fire, assisted the helicopter and, after it left the area, returned to his original position. Later, working in darkness and against the rising tide, LT Porter risked his life to recover a fallen comrade whose body had been located in hostile waters. The Combat Distinguishing Device is authorized.

★ REILLY, ROBERT "K", Lieutenant, USN, while serving as an advisor to the Vietnamese Coastal Force, First Naval Zone, from 4 Jun 1964 to 5 Jul 1965. LT Reilly participated in over 20 combat operations against the Viet Cong. He was instrumental in raising the overall efficiency and morale of the units he advised and gave advice which resulted in the saving of lives and material. The Combat Distinguishing Device is authorized.

★ RHODES, FRANCIS E., JR., Lieutenant Commander, USN, as Senior Naval Advisor, Fourth Naval Zone, Vietnam, from 17 Feb 1964 to 12 Feb 1965. LCDR Rhodes was responsible for, and directly supervised, operations of the Vietnamese Naval Sea, River and Coastal Forces in the large Delta region of Vietnam. During this period he accompanied elements of the Vietnamese Navy on many combat operations and he directed the curfew plans and river patrols. The Combat Distinguishing Device is authorized.

★ SMITH, Gordon H., Commander, USN, as Commanding Officer of Attack Squadron 152 from 29 June to 26 Oct 1966. During this period CDR Smith vastly improved the effectiveness of A1 aircraft in both the search and rescue and armed reconnaissance environments in North Vietnam. In the field of armed reconnaissance, CDR Smith's analysis of light attack operations led to the development of tactics designed to minimize combat losses to A1 aircraft while inflicting maximum damage upon the enemy.

★ THOMAS, Gary A., Hospitalman, USN, while serving as a corpsman with U.S. Marines in Vietnam on 14 May 1965. The reconnaissance patrol of which Thomas was a member was ambushed by enemy forces. The point Marine was seriously wounded by the initial burst of enemy fire and was unable to move. Thomas left his covered position and moved 20 meters through intense enemy automatic weapons and small arms fire to the wounded man. With the aid of another member of the patrol, he moved the wounded man to safety. The Combat Distinguishing Device is authorized.

★ TOWNSEND, Grant R., Jr., Lieutenant (jg), USNR, during a mission against enemy forces in North Vietnam on 28 Jul 1965. During his second run in a flak suppression mission, LTJG Townsend's aircraft was rocked by an explosion. The plane burst into flames, forcing him to eject into enemy territory. Formulating a plan to evade immediate capture while his parachute descended into a thicket 100 yards from the enemy, he quickly assembled the necessary survival gear, moved through the underbrush to the crest of a hill and selected a hiding spot. During his wait, he listened to his pursuers forging up the hill and, as they drew closer, he used his survival radio to direct attacks by *Skyraider* pilots who formed the rescue combat air patrol to drive the enemy troops back. The attacks were coordinated between LTJG Townsend and the *Skyraider* flight leader for 90 minutes, until a rescue helicopter arrived. The Combat Distinguishing Device is authorized.

TAFFRAIL TALK

THE *Big Kahuna* (Hawaiian for medicine man) aboard USS *Coral Sea* (CVA 43) is, as you might expect, a hospital corpsman. This kahuna got the name, not for his mysterious herbal medicines, but for the morale-boosting chatter he dispenses over the ship's radio.

To those who know him personally, he is "Doc" Kennedy, officially Hospital Corpsman Second Class James R. Kennedy. This jovial, cigar-chewing medic became known among his shipmates through the medium of the ship's closed circuit two-channel radio system, KCVA.

Doc began his radio career, specializing in jazz, in August 1966. One of his early listeners tagged him as the "Big Kahuna". He was still a fledgling jazzman when a new station manager with civilian experience in radio took over.

Recognizing Doc's latent talent, the station manager tutored him in the many facets of radio announcing.

The Kahuna's progress was quick. His popularity soared, his fans increased at an astonishing rate. The time had come to try him out with rock and roll. Doc was given one hour of prime time in the early evening on channel one. He was a hit.

Due to popular demand of the crew, his show is now broadcast for two hours every evening, seven days a week, simultaneously over both channels.

Apparently, the Big Kahuna's medicine is good.

★ ★ ★

The Naval Ship Research and Development Center at Carderock, Md. has acquired a new ship model which has nothing in common with the type small boys sail in bathtubs. The new acquisition is a submarine scale model for study of structural design features.

You say you never heard of NSRDC? That's the new name which resulted from the merger of the David Taylor Model Basin with the Marine Engineering Laboratory, at Annapolis, Md.

The naval center has plans which will keep its new model busy for at least five years. During this time, researchers expect to gather considerable information which will advance future submarine design.

The David Taylor sub is one of the largest structural scale models of a complete submarine in the world. During the winter months, it will be housed at the Model Basin in Carderock for installation of instrumentation. Later, vibration-in-air tests will be made.

In the spring, it will be given deep-pressure tests at the Underwater Explosions Research Division of the Model Basin located at Norfolk, Va.

From there, the model will be sent for further testing to the Model Basin Field Station at Bayview, Idaho.

Getting back to the Research and Development Center: It will face an exciting future, according to its mission. This includes "performing research, development, test and evaluation work in hydrodynamics, structural dynamics, aerodynamics, acoustics, vibrations, mathematical analysis and computer techniques, and marine engineering." And that's a mouthful!

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keynotes of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

Here are a few suggestions for preparing and submitting material:

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event must be received before the first day of the month preceding the month of intended publication.

Address material to Editor, ALL HANDS, 1809 Arlington Annex, Navy Department, Washington, D.C. 20370.

• **AT RIGHT: GOING UP** — Supplies are vertically lifted to deck of USS *Ticonderoga* (CVA 14) from USS *Castor* (AKS 1) during at-sea replenishment in the West Pacific. ▶

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NAVY FLATTOP...

A WORLDWIDE VIEW

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LL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

Special Issue

YOUR NEXT ASSIGNMENT

UNIVERSITY OF FLORIDA
JUN 28 1967

SEAVEY
SHORVEY
ROUNDUP

This magazine is intended for 10 readers. All should see it as soon as possible. PASS THIS COPY ALONG

JUNE 1967

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ALL HANDS The Bureau of Naval Personnel Career Publication, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Issuance of this publication approved in accordance with Department of the Navy Publications and Printing Regulations, NAVEXOS P-35. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor. DISTRIBUTION: By Section B-3203 of the Bureau of Naval Personnel Manual, the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

The Bureau invites requests for additional copies as necessary to comply with the basic directives. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to subactivities the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant U.S. Marine Corps. Requests from Marine Activities should be addressed to the Commandant.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. The rate for ALL HANDS is 25 cents per copy (except for the December 1963 Rights and Benefits issue, which is 50 cents per copy); subscription price $2.50 a year, domestic (including FPO and APO address for overseas mail); $3.50 foreign. Remittances should be made to the Superintendent of Documents. Subscriptions are accepted for one, two or three years.

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

JUNE 1967 Nav-Pers-O NUMBER 605

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REAR ADMIRAL BERNARD M. STREAN, USN
The Deputy Chief of Naval Personnel
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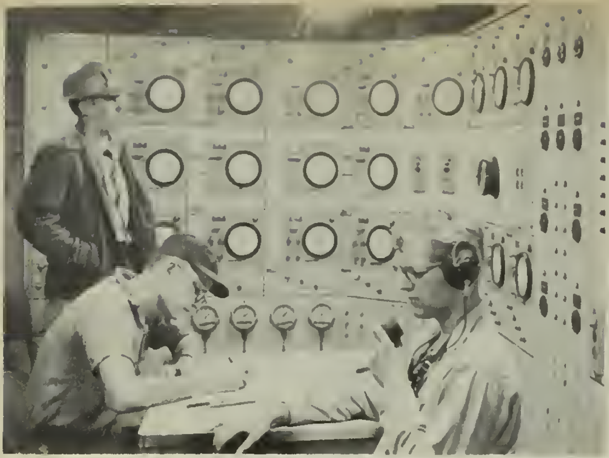
- **AT LEFT:** TRAVELING MAN—To a Navyman his 'whitehat' is a passport to adventure in many ports of the world. Here, a crewmember of *USS George Clymer* (APA 27), attached to ComPhibRon Three, stands on the beach at Acapulco, Mexico, and looks at his ship riding at anchor in the picturesque bay.

- **CREDIT:** All photographs published in ALL HANDS Magazine are official Department of Defense photos unless otherwise designated.



Where Do You

In June 1965 All Hands presented a detailed account of the Seavey-Shorvey enlisted rotation program. During the interim, important developments have altered the procedures. These developments were reported in All Hands as they occurred.

Rating control has been in operation in specific areas for the past few years, and by late 1966 included most critical ratings. Its success has been so marked that the SecNav Retention Task Force recommended an expansion to include all ratings.

In the following pages the enlisted distribution system is outlined as it will exist under rating control. You will find the difference in some procedures to be major; in others, slight.

Fundamentally, enlisted distribution with rating control will do exactly what enlisted distribution without rating control has done for many years: provide equitable rotation. But better.

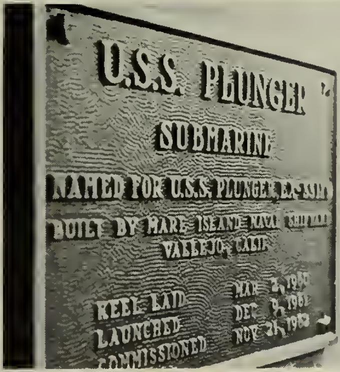
The Navy's military commitments throughout the world require the operation of more than 3000 ships, stations, squadrons, missions and other commands. The number, types and sizes of these activities (and the qualification and numbers of men at each) are determined by the Chief of Naval Operation.

The Enlisted Rotation Program

At present more than half a million enlisted men and women are needed to keep the Navy operating efficiently—654,000, to be precise.

The Chief of Naval Personnel, with headquarters in Washington, D. C., supplies the manpower for each activity. This involves the rotation of Navymen between some 129,000 CONUS shore billets, 333,000 sea billets, 38,000 overseas (sea duty) billets, 23,000 overseas shore billets and 16,000 preferred sea duty (neutral time) billets. Not to mention keeping track of in excess of 100,000 men who are in training, transit, or some other short-term status at any given time.

Within the Bureau of Naval Personnel, the organization responsible for enlisted distribution is Pers-B2. This division cooperates with three enlisted distribution offices (EPDOs), three personnel accounting machine



Go From Here?

installations (PAMIs), a variety of smaller related activities (many of which perform research in hopes of further improving the system) and, finally, the personnel offices of individual Navy units. Each is an indispensable part of the enlisted manpower management system.

The primary purpose of this system is to provide manpower equitably to allowances. This means getting the right man to the right job at the right time.

An important consideration, always, is morale. A Navyman, like any other professional man, is happiest in a job which suits his aptitudes and skills. He is also the most useful.

Seavey-Shorvey

Your rotation between sea and shore is essential. Your career should be well-rounded. You should be capable of performing well both ashore and afloat.

The operation of the Navy's Fleet support activities, for example, requires the presence of men who have had experience at sea. Recruiters must know first-hand whereof they speak. Instructors need an accumulation of shipboard experience. Most billets ashore require a man with some degree of salt.

The Navy's method of administering rotation from sea to shore and back again is the Seavey-Shorvey system. It regulates the flow of men between sea and shore billets.

The Seavey (sea duty survey) governs rotation from sea to shore. Shorvey (shore duty survey) controls transfers from shore to sea. Seavey is conducted three times each year; Shorvey operates continually.

Navymen in the Bureau's Seavey-Shorvey section determine the lengths of sea and shore tours for each rate and rating. This is done proportionally, by comparing the number of shore billets in each category to the number of sea billets. If, for instance, there are twice as many sea billets as shore billets in a given rating, the sea tour will be roughly twice as long as the shore tour—and vice versa.

The Seavey/Shorvey system provides personnel to meet manning levels at sea and ashore and, as a result,

stability improves throughout the naval establishment.

Sea duty cutoff dates are re-established three times each year by the Seavey Planning Unit. The Shorvey and Availability Control Unit establishes shore tour lengths to maintain the sea/shore balance.

Changes are made only after a review of all information and usually result from allowance changes or continuing shortages of certain ratings in certain types of duty.

The Seavey-Shorvey system applies to the vast majority of Navymen, but administrative and operational necessity brings about some exceptions. Certain categories of men are excluded from the system, generally because of special demands for their particular skills or qualifications.

The following are not currently included in Seavey-Shorvey: All men of the CT, AC, MU, MA, AG and TD ratings; aviation pilots; TARs; men in limited duty categories L-2, L-5 and L-6; nondesignated men in the SN, FN, CN and AN rates; men in pay grades E-1 and E-2; master and senior chief petty officers; and all enlisted women (enlisted Waves are controlled through Wavevey). In addition, a special rotation plan is temporarily in effect for hospitalmen due to the unique requirements for their rating in Vietnam.

PAMIs and EPDOs

The Navy's Enlisted Personnel Distribution Offices in San Diego, Calif. (EPDOPAC); at Norfolk, Va. (EPDOLANT); and at Bainbridge, Md. (EPDOCONUS) play a large part in your transfer to a billet which suits you.

Most enlisted billets are under the control of one of the three EPDOs. The staff of each EPDO includes representatives from each Type Commander (or naval district command, in the case of EPDOCONUS).

Men are "made available" to the EPDOs by the Bureau of Naval Personnel. These personnel availabilities, once they reach the EPDO, are split and further farmed out to the representatives according to need. These representatives make the final decision in the distribution process and assign specific men to specific commands.

THERE COMES A TIME WHEN ALL THINGS MUST END.

Each EPDO is served by a PAMI (Personnel Accounting Machine Installation) which supplies information to the detailers at the EPDO. A computer installation in BuPers serves a similar function, on a larger scale, for the detailers and distributors in Washington, D. C.

These machine installations, and consequently the distribution and detailing officers, are linked in an electronic data processing system with the Bureau of Naval Personnel. Manpower information which describes the current status of each man is contained in this information "bank."

The large majority of this information—essential to the proper functioning of the entire manpower management system—originates in the personnel offices at the individual Navy commands. Data on each enlisted man is fed to the appropriate PAMI by means of the enlisted personnel diary. It is this data which is later used to determine who receives orders, when, and the ultimate assignment.

Obviously, the accuracy of personnel information held by the PAMI is of the greatest importance to the operation of the enlisted rotation system. So that Navymen and their commands will have the opportunity to review this information, the Enlisted Distribution Report 1080-14 is sent to each command once a month. This report contains a read-out of the pertinent information contained at the PAMI. The report must be verified monthly by each unit or command; its accuracy has a direct bearing on meeting a command's

personnel requirements in a timely manner. Accurate reporting is important to all concerned.

When you are due for transfer, the PAMI concerned withdraws pertinent information concerning you and transcribes it on rotation data cards. These cards are sent to your command.

If you are otherwise eligible for transfer (on sea duty, for instance, if you have the requisite obligated service for shore duty), you are given the opportunity to list your choices of duty. These choices, along with other pertinent information, are transcribed on the rotation data cards. These cards are then returned to the PAMI, where the data is transcribed on tape. The rotation process then begins in earnest.

From Sea to Shore — Seavey

As stated above, the Seavey cycle is repeated three times each year. The "A" segment makes its "drops" (consigns groups of men to the EPDOs) during the months of February through May; the "B" segment makes drops in June through September; the "C" segment from October through the following January.

A drop is made each month. Within two to four weeks after the drop, the men chosen are issued orders by the EPDO. As a general rule, these orders become effective during the four months following the segment drops—men dropped to an EPDO during the "A" segment, for instance, are transferred during June through September.

Preparation for each Seavey is begun several months before orders are assigned. The first step is the computation of sea duty commencement cutoff dates.

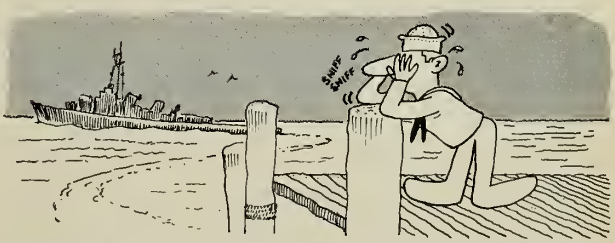
First, the Seavey planners determine how many vacancies can be filled ashore during the four months of the segment. With the aid of data processing, this is a relatively simple task, as each man ashore is assigned a tour completion date when he reports and that date—which is when the billet will fall vacant—is recorded in BuPers.

Once a determination has been made concerning the number of men in each rating and pay grade that will be needed to replace men leaving shore duty during the four-month period, sea duty commencement cutoff dates are set. These dates are computed to provide those men who are needed to meet the requirements, and to ensure that the men eligible for shore duty are those who have been at sea for the longest continuous period.

Seavey Schedule

Action	Segment Alfa	Segment Bravo	Segment Charlie
BuPers Notice announces cutoff date for Seavey	1 Nov	1 Mar	1 Jul
Rotation data cards mailed to commands	20 Nov	20 Mar	20 Jul
Last date for commands to mail Rotation Data Cards back to PAMI	20 Dec	18 May	18 Sep
Normal order issuing months	Feb-May	Jun-Sep	Oct-Jan
Normal transfer months	Jun-Sep	Oct-Jan	Feb-May

Those who reported to sea duty *before* the sea duty commencement date for their rate and rating are eligible (insofar as time at sea is concerned) for shore



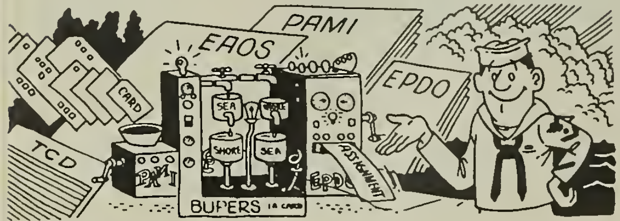
THERE COMES A TIME WHEN ALL THINGS MUST END.

Glossary of Terms for the Rotating Navyman

Here's a listing of some of the terms commonly associated with Seavey-Shorvey:

Shore Duty—Includes CONUS shore duty, Fleet shore duty and certain Fleet activities considered shore duty for rotation.

Arduous Sea Duty—Includes ships or units which spend considerable periods at sea away from their home port during local operations and which when deployed overseas operate at sea extensively. Shore requirements are filled with Navymen serving in arduous sea activities who are eligible for Seavey.



Overseas Shore Duty—This is duty performed ashore at activities outside the continental United States where the prescribed Department of Defense accompanied tours are less than 36 months. Duty served in an activity so classified will be credited as sea duty in computation of eligibility for rotation under the Seavey-Shorvey program.

Toured (non-rotated) Arduous Sea Duty—This is sea duty performed in non-rotated ships, staffs or units homeported outside the Continental United States excepting Alaska and Hawaii, or in 12-month unaccompanied tour ships or staffs listed in OpNav Inst 4600.16 series or SSBN submarines. Duty served in an activity so classified is credited as sea duty in computation of eligibility for rotation under the Seavey-Shorvey system.

Preferred Sea Duty—Defined as duty in ships, squadrons and staffs which normally remain in the assigned home port, or operate locally therefrom only for brief periods. This duty is classified as neutral time for rotation purposes. Duty served in an activity so classified is credited as neither sea duty nor shore duty in computation of eligibility for rotation under the Seavey-Shorvey program.

Preferred Overseas Shore Duty—This is duty at shore-based activities overseas where there are available suitable family accommodations and the prescribed Department of Defense unaccompanied tours are 36 to 48 months in recognition of the desirability of this duty. This duty is classified as shore duty for rotation purposes. Duty served in an activity so classified is credited as shore duty in the computation of eligibility for rotation under the Seavey-Shorvey program.

Normal Tour of Shore Duty—Period of uninterrupted shore duty, as specified for each rating by the Chief of Naval Personnel.

EAOS—Expiration of Active Obligated Service. The date your active duty obligation (including any extensions) expires.

SDCD—Sea duty commencement date.

Adjusted SDCD—A sea duty commencement date to which has been added the number of months spent serving in a neutral time billet. If, for instance, you began serving at sea on 1 Jan 1964, reported to a neutral time billet on 1 Jan 1965, and returned to sea after two years of neutral time, your adjusted SDCD would be 1 Jan 1966.

TCD—Tour Completion Date. The date your tour ashore in CONUS or overseas will end. This date is firmly established four months after you report to a shore station. TCDs also are used in connection with preferred sea duty, toured sea duty, and overseas shore (sea for rotation) duty.

PAMI—Personnel Accounting Machine Installation which supplies computer-processed personnel data to an enlisted distribution office (EPDO). There is one PAMI to support each of the three EPDOs.

EPDO—Enlisted Personnel Distribution Office. There are three such offices: EPDOCONUS, EPDOLANT and EPDOPAC. Each is responsible for the detailing of enlisted men within its section.

Enlisted Personnel Diary—This is the primary means of communication between Navy units and the PAMIs. Each time your status changes (when you reenlist or extend, or are advanced, for instance) the change is recorded on the personnel diary, a copy of which is sent to the appropriate PAMI. Thus the PAMI can keep its records accurate.

duty. Those who reported to sea *after* that date must wait for a future Seavey segment. For dates of Seavey segments, see page 5.

The SDCD—For most Navymen the sea duty commencement date is the date they reported to their sea duty command or the date of departure from CONUS, whichever is earlier.

Men who report to new construction to commence a sea tour count sea duty time either from the date they report to the commissioning detail or six months before the commissioning, whichever is later. (There is one exception to this rule: Men who report to a nuclear submarine commissioning detail to commence their sea tour begin counting sea time on the date the Initial Builder's Sea Trials begin or on the date they report, whichever is later.) Do you know your SDCD?

Incidentally, men who are separated from active naval service for a period of more than three months lose their sea duty commencement dates. When they return to sea they are assigned a new SDCD, and must again accumulate the necessary sea duty time before becoming eligible for shore duty orders.

In some instances sea duty commencement dates must be recomputed. The most common is recomputation when neutral time is served between two tours of sea duty.

Neutral Time—A neutral time billet is one aboard a preferred sea duty command. Examples are ships, squadrons and staffs which are homeported in the U. S. and which normally remain in their home ports. Time in port and liberty hours logically make it unfair to count this type of duty as arduous sea duty for rotation purposes. A list of neutral time units is contained in chapter three of the *Enlisted Transfer Manual.*

Navymen who are serving in neutral time billets are not normally eligible for Seavey. When their neutral tour ends (usually two years after arrival), they are transferred to arduous sea duty and the number of months served at the neutral command is added to the original sea duty commencement date. The result is the recomputed SDCD.

There are two major exceptions to the neutral time policy. The first is dictated by simple logic: Men in ratings such as opticalman, instrumentman, molder, patternmaker, dental technician and those who hold certain NECs normally needed only on neutral time duty are credited with sea time when serving in preferred sea billets.

The second exception deals with Navymen who were serving on neutral time when the change (January 1966) became effective. In such cases recomputation may become quite complex, and those Navymen concerned should seek detailed information from their personnel office.

Making your choices—If your sea duty commencement date (recomputed, if required) predates the Seavey cutoff month, you will be given the opportunity to visit your personnel office and, with the technical supervision of a personnelman or a personnel officer, fill out a Vey Interview Record (NavPers 4048, revision 2-64).

I will not limit my choices
I will not limit my choices
I will not limit my choices
I will not limit my choices
I will not limit my choices

LIMITED CHOICES WILL NOT HURRY YOUR ORDERS.

As far as the individual Navyman is concerned, the completion of the Vey Interview Record is the single most important step in the Vey process. The Rotation Data Card with amplifying information, as desired, is forwarded to the PAMI and becomes the primary tool of the distribution petty officers, both in BuPers and at the EPDOs, to ensure that you receive consideration for the duty you desire.

When filling out the interview sheet, keep in mind that assignments are governed by the available vacancies as well as your qualifications. It is therefore important to make your choices as broad as possible.

If you desire duty at one location and nowhere else, it is apropos to say so—but, as a result, you may remain on sea duty much longer than might otherwise be necessary. If, after several months on the Seavey list, there are still no vacancies near your requested location, the assignment officer may be left no choice but to send you to another location.

Occasionally, a Navyman will list the same duty preference several times in the hope of increasing his chances for that duty. It doesn't work that way. The distributor assigns to the first choice, if possible, regardless of secondary choices. If the first choice cannot be granted, and the other choices are duplicates, the distributor has no additional information upon which to base his decision. A person could end up almost anywhere.

Requests should be realistic. While it is legitimate for a radioman to request duty in Idaho as his first choice (he might, just might, receive it), it is in his best interests to list as second and third choices locations where there are concentrations of Fleet or shore communications activities. A request for San Diego may not adequately reflect a desire for duty at the old home town, Guthrie, Okla., but it will certainly speed the arrival of shore duty orders.

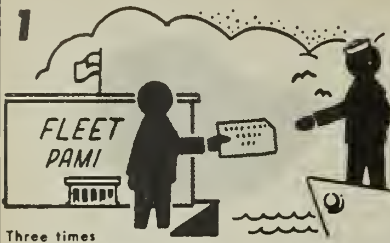
On the back of the Vey Interview Record several inches of space are provided for remarks. It is here the Navyman can reap another benefit of the new Rating Control System. More time is allowed at BuPers to take into account various special considerations. If you want a chance at a special type of duty, by all means say so. If your wife is expecting a baby, and you fear the scheduled arrival time may conflict with your transfer date, don't leave the distributor in the dark. If you want duty with your brother, let the fact be known. No promises are implied—except that the rating control people have a good record of making Navymen happy.

Beneath the remarks column, space is provided for special qualifications. This too can be important, and a complete listing of your special talents may have a decided effect upon your assignment.

One last point to remember when completing the Vey form: Since January 1966 many overseas shore

SEAVEY-how you shift from sea to shore

1



Three times each year a BuPers Notice announces sea duty commencement cutoff dates for each rating. PAMI selects you as eligible for transfer if you have been at sea long enough to meet the cutoff date requirement, and issues a rotation data card to your ship or duty station.

2

You are then called to the personnel office where, with the personnelman's assistance, you indicate on the rotation data card your shore duty and/or overseas duty preferences. You may also indicate that you desire recruiting duty and/or instructor duty. Your rotation data card is reviewed by your CO and then forwarded, by the fastest means available, to the Fleet PAMI. An entry to this effect is made in your service record.

3

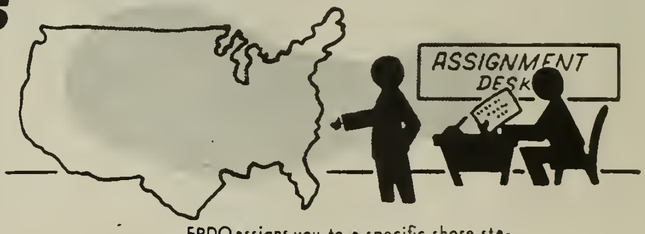
At the Fleet PAMI the information on your rotation data card is added to other information about you, which the PAMI has on file, and is converted to punched card symbols and codes. Then, by means of transceivers, this information is transmitted electronically to the Bureau.

4

At the Bureau, the names received from the Fleet PAMIs are compiled into a single Seavey list by rate and sea duty commencement date.

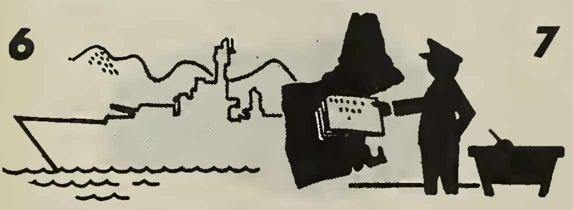
You are then made available to the appropriate EPDO or detailer to fill a shore vacancy when it occurs. The information on your data cards (including choice of duty) is used by the detailer in deciding which shore billet you will fill.

5



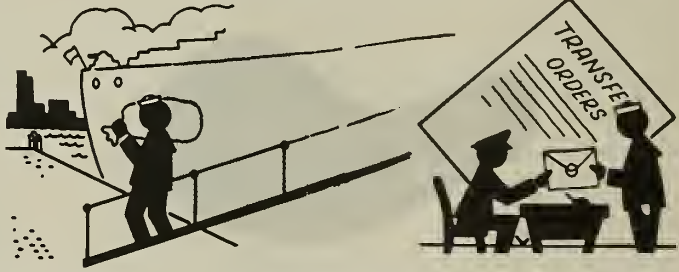
EPDO assigns you to a specific shore station under its jurisdiction, or, if your rating is controlled by the Bureau, the Bureau will select your new station.

6



The shore duty distributor will, upon assigning you to a specific duty station, forward your deck of data cards to your new duty station and your assignment card to your ship. The data cards will aid your new duty station CO in assigning you to that duty for which you are best qualified. The assignment card your ship receives is an order to your CO directing him to transfer you to a specific duty station ashore.

7



Upon receipt of your assignment card, your ship will issue standard transfer orders for detachment during a specified month, and you will be directed to report to your shore duty station. Your orders will authorize proceed and travel time, and leave.

billets which allow accompanied tours have been reclassified as shore duty, and are normally filled by men on Seavey.

Tour length for such overseas duty is normally 36 months—or 24 months after the arrival of dependents, whichever is greater. Men may request extensions, but as a general rule they are not granted, since to do so denies another deserving man the opportunity to move ashore.

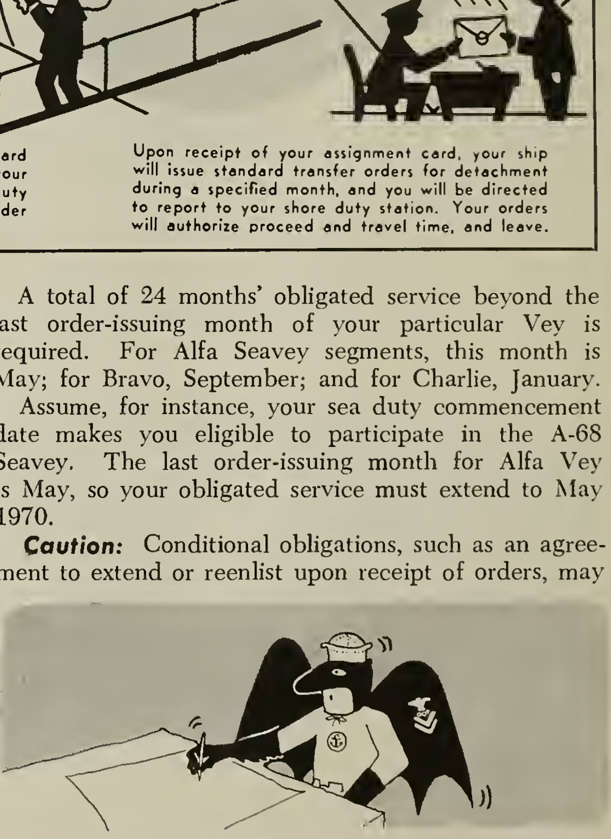
If overseas shore duty is definitely not desired, you must say so on the Vey Interview Record. At the same time, you must agree to remain voluntarily at sea until a shore billet within CONUS becomes vacant. (Men who serve one shore tour overseas, however, are not normally sent overseas again for their next shore tour unless they specifically request such duty.)

Obligated Service—The requirement for adequate obligated service should be carefully noted. Personnel must acquire obligated service upon entry into Seavey or sign a page 13 entry that they do not desire to obligate for the required period to qualify for Seavey.

A total of 24 months' obligated service beyond the last order-issuing month of your particular Vey is required. For Alfa Seavey segments, this month is May; for Bravo, September; and for Charlie, January.

Assume, for instance, your sea duty commencement date makes you eligible to participate in the A-68 Seavey. The last order-issuing month for Alfa Vey is May, so your obligated service must extend to May 1970.

Caution: Conditional obligations, such as an agreement to extend or reenlist upon receipt of orders, may



LIST YOUR SPECIAL QUALIFICATIONS.

SHORVEY - how you shift from shore to sea

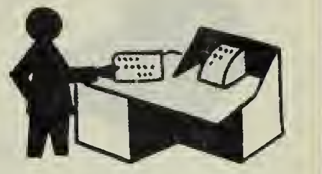
1

Approximately 12 months before completing your normal tour of shore duty, PAMICONUS (or PAMI-LANT or PAC if you are on Fleet shore duty) forwards your rotation data card to your station and instructs your CO to interview you in regard to your choices of sea or overseas duty.

2

You are called to the personnel office, and, with a personnelman's assistance, you fill out your rotation data card, listing your choices for next sea or overseas duty or school preference Your data card is then returned by fast means to PAMI.

3



The PAMI takes the information from your rotation data card (and other information about you it already has on file) and converts this to punched card codes and symbols. A deck of about four data cards is then punched and transmitted to the Bureau.

4

Using all information from your deck of data cards (which the Bureau assembled into the Shorvey), Bureau assignment officers make you available to either the Atlantic or Pacific Fleet EPDO for further assignment to sea or overseas duty. The information on your assignment card and your data card is then relayed by transceiver to the appropriate Fleet EPDO to assist in assigning you to a Fleet command. This action takes place about four months before you complete your normal tour. Some men on the Shorvey are assigned to schools or to Bureau-controlled billets.

5

The Bureau sends, via EPDOCONUS, a copy of the No. 1A data card to the shore station where you are serving. This card tells the shore distributor he is losing a man from an activity under his jurisdiction and lets you and your CO know the month when you will be transferred. It also tells you the EPDO or detailer to whom you have been made available for further assignment.

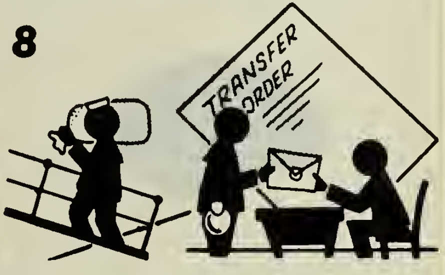
6

When the EPDO receives your assignment card and deck of data cards from the Bureau (step 4 above), it uses all this information to make a decision as to the ship, Fleet command or overseas activity to which you will be assigned.

7

After determining your next duty assignment, the Fleet EPDO forwards the assignment card to your present shore station. At the same time your deck of data cards is forwarded to your next duty station to assist your next CO in placing you in the right job.

8



Upon receipt of your assignment card, the shore station will issue standard transfer orders for detachment during a specified month (normally the month in which you complete a tour ashore). You will then be directed to the assigned sea duty, and your orders will authorize proceed and travel time, as well as leave.

not be used to meet the contract requirement. Your new separation date will appear on the Rotation Data Card only if your contract is binding.

There are several instances, in addition to insufficient obligated service, in which you could be kept at sea even though your sea duty commencement date is earlier than the cutoff date.

If you are transferred to a new construction ship, your sea tour will be automatically extended to permit a minimum of one year on board after the date of commissioning. This is necessary to provide personnel for precommissioning details and initial operations.

FAILING TO LIST YOUR QUALIFICATIONS BRINGS STRANGE RESULTS

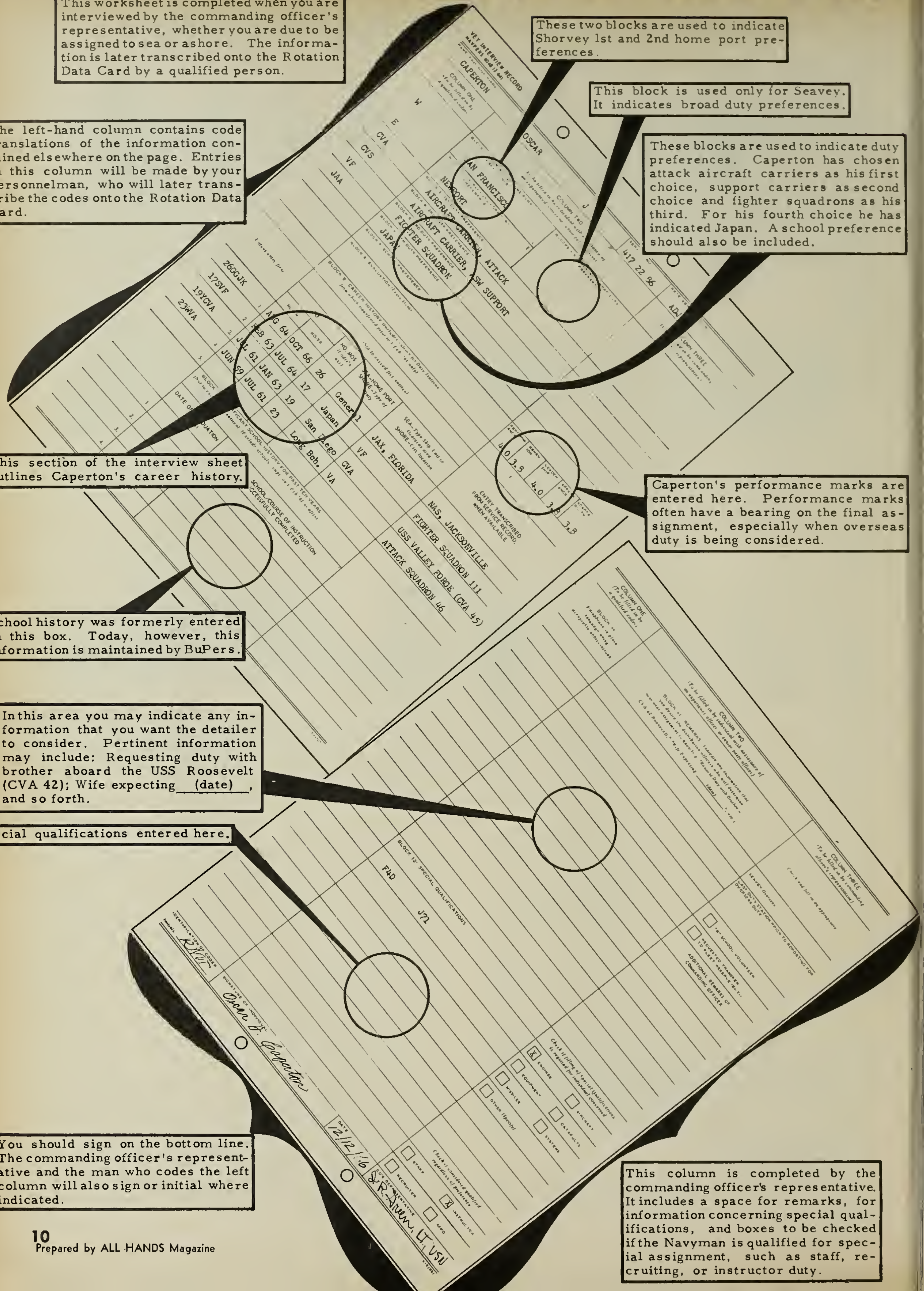
If you are a key man in your ship's organization, and your transfer without relief would significantly affect your unit's operational capability, your commanding officer or the appropriate EPDO may request an "operational hold" for any period up to six months.

After you have completed the Vey Interview Record, the information is transcribed on the Rotation Data Card and forwarded to the appropriate PAMI. This information, together with that already available at the PAMI, is relayed to the Bureau of Naval Personnel in Washington, D.C.

At BuPers the information is combined with data concerning the other men eligible for shore duty. The result, in book form, is the object from which the system took its name—the Sea Survey. The men who are to be surveyed are grouped by rating and pay grade. Within each group, the names are in order of sea duty commencement dates, with the earliest date at the top of the list.

As soon as the survey is available, copies are given

THE VEY INTERVIEW RECORD (NavPers 4048, 2-64)



This worksheet is completed when you are interviewed by the commanding officer's representative, whether you are due to be assigned to sea or ashore. The information is later transcribed onto the Rotation Data Card by a qualified person.

These two blocks are used to indicate Shorvey 1st and 2nd home port preferences.

This block is used only for Seavey. It indicates broad duty preferences.

The left-hand column contains code translations of the information contained elsewhere on the page. Entries in this column will be made by your personnelman, who will later transcribe the codes onto the Rotation Data Card.

These blocks are used to indicate duty preferences. Caperton has chosen attack aircraft carriers as his first choice, support carriers as second choice and fighter squadrons as his third. For his fourth choice he has indicated Japan. A school preference should also be included.

This section of the interview sheet outlines Caperton's career history.

Caperton's performance marks are entered here. Performance marks often have a bearing on the final assignment, especially when overseas duty is being considered.

School history was formerly entered in this box. Today, however, this information is maintained by BuPers.

In this area you may indicate any information that you want the detailer to consider. Pertinent information may include: Requesting duty with brother aboard the USS Roosevelt (CVA 42); Wife expecting __(date)__, and so forth.

Special qualifications entered here.

You should sign on the bottom line. The commanding officer's representative and the man who codes the left column will also sign or initial where indicated.

This column is completed by the commanding officer's representative. It includes a space for remarks, for information concerning special qualifications, and boxes to be checked if the Navyman is qualified for special assignment, such as staff, recruiting, or instructor duty.

VEY INTERVIEW RECORD
NAVPERS 4048 (2-64)
CAPERTON
OSCAR
J
417 22 96
ADJ
W
E
CVA
CVS
VF
JAA
SAN FRANCISCO
NEWPORT
AIRCRAFT CARRIER, ATTACK
AIRCRAFT CARRIER, ASW SUPPORT
FIGHTER SQUADRON
JAPAN
26GGJK
17SVF
19YCVA
23WVA
AUG 64 OCT 66 26 General
FEB 63 JUL 64 17 Japan
JUL 61 JAN 63 19 San Diego CVA
JUN 59 JUL 61 23 Long Bch. VA
JAX, FLORIDA
NAS, JACKSONVILLE
VF
FIGHTER SQUADRON 111
CVA
USS VALLEY FORGE (CVA 45)
VA
ATTACK SQUADRON 46
4.0 3.8 4.0 3.8 3.8
F4D
J72
☒ ENGINES
☒ INSTRUCTOR
Oscar J. Caperton
12/12/66
S.R. Allen, LT USN

Prepared by ALL HANDS Magazine

to the Enlisted Distribution Branch in BuPers, or Pers-B21 as it is called in the Bureau.

The Enlisted Distribution Branch is the organization most closely associated with the Navy's rotation system. It is responsible for the myriad of administrative functions which are often lumped together under the name "Seavey-Shorvey."

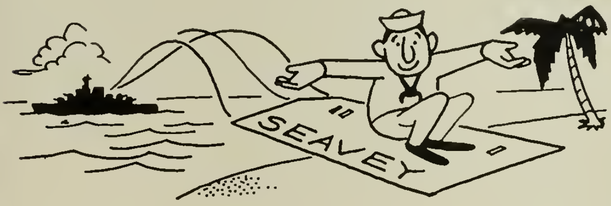
The branch has many responsibilities, but the two of particular interest here are distribution and detailing.

It is important to distinguish between the two. Detailing involves the ordering of a man to a specific activity—sending Joe Doaks, BM1, to uss *Boat* for instance. Distribution is the large scale allotment of groups of men to other distribution authorities for further attention—a drop of nine BM1s to EPDOPAC for further distribution and detailing.

A detailer designates the ultimate destination of each man he assigns; a distributor only designates the general area, such as PacFlt, LantFlt or CONUS.

When the Vey list arrives in Pers-B21, the detailers get the first crack at it. These are the officers responsible for filling those billets (comparatively small in number) which, for one reason or another, must be individually considered at the Bureau level. MAAG or Mission duty is in this category, as are recruiting duty, instructor duty, and duty in bureaus and DOD agencies in Washington, D.C.

One of the basic reasons for detailing by the Bureau is a necessity for screening service records of men chosen for specific jobs which require special skills, clearances, or qualifications. Master copies of all service records are available in BuPers, but not at the EPDOs.



If you are chosen by one of the special detailers, you will receive orders directly from the Bureau. For you, the remainder of the assignment routine will be irrelevant.

As said before, comparatively few billets are Bureau-controlled. Most men on Seavey pass to the distribution phase.

The Drop— If you are not removed from the Seavey list by virtue of orders to a "B" billet, you will be distributed by the Seavey section of BuPers. In other words, BuPers will drop you to an EPDO for further assignment.

A BM1 would be listed on the Vey with other BM1s who are eligible for shore duty. Seniority on the list is determined by sea duty commencement date—the BM1 with the earliest SDCD is placed at the top of the list.

Each month the Seavey receives a manpower requisition from EPDOCONUS, EPDOLANT and EPDOPAC. The CONUS requisition specifies the naval district for which each request is made. The requisitions from EPDOLANT and EPDOPAC (which control most overseas billets and Fleet shore billets) specify naval district or overseas area.

Essentially, distribution consists of matching the list of men with the list of vacancies.

Many factors enter into each decision: Requests, special information listed on the Vey (taken from the rotation data card), NECs, special requirements of the billet . . . possible considerations are all but endless.

The disposition of each case usually depends upon the considered opinions of the distribution officer and various experts in other sections of BuPers.

While each case is different, there are some general procedures normally followed by Seavey. Knowledge of these procedures can be quite helpful to the Navyman in the Fleet who is filling out his rotation data card.

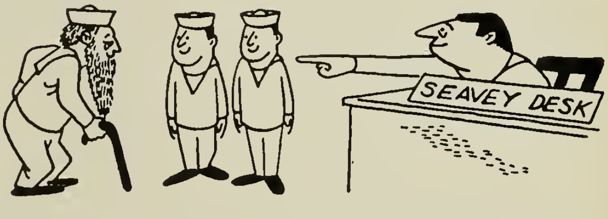
For each requisition the distributor first determines which men on the list qualify—the requirements often stipulate NECs and service ratings. He then checks first choices in order of seniority.

If, for instance, the requisition is for a BM1 to fill a billet somewhere in the 11th Naval District, the distribution chief will check his BM1 list to determine if any of the qualified men have indicated the 11th Naval District *as their first choice.*

If one of the BM1s has indicated a first-choice desire for the 11th Naval District, he is in line for orders—unless, of course, there are other considerations. If more than one BM1 has requested 11ND, the chances are excellent that the most senior man on the list (by virtue of his SDCD, not his active duty base date) will be assigned the duty.

If no BM1 on the list has requested 11ND (or, of course, a wider geographic code which includes 11ND, such as anywhere, U.S.A. as first preference), the distributor will then repeat the process with the second choices.

The implications are rather important. A limited first choice may well delay shore duty orders, even if the second and subsequent choices are broad.



The distributors pride themselves on their ability to assign men in accordance with their requests. Sometimes, of course, the needs of the Navy dictate that a man be assigned in an area he did not request. When the distributor finds it impossible to fulfill a

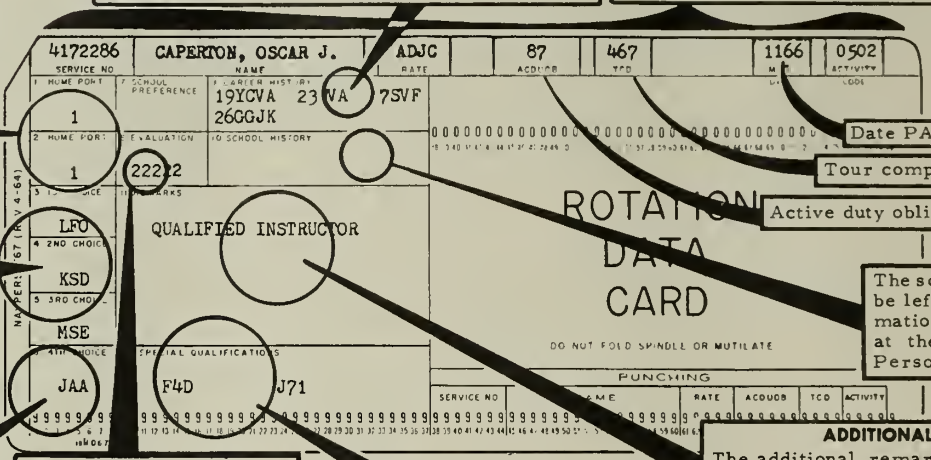
Examples of how to fill in your Rotation Data Card

SEAVEY ROTATION DATA CARD

These home port codes indicate that Caperton desires shore duty within the continental United States. In the Seavey, home port codes represent broad type of duty preferred.

Career history covers approximately 10 years' naval service. The numbers indicate the period served aboard the ship or station. When this card was submitted for Caperton, he was attached to an attack aircraft carrier. The first code indicates he has served on board for 19 months. Before this he was attached to an attack squadron based in Long Beach, etc.

The top line of the rotation data card is punched and printed by the PAMI. It contains identifying information including service number, rate and rating, name, active duty obligation, tour completion date, and the date PAMI mailed the card.



ROTATION DATA CARD
DO NOT FOLD SPINDLE OR MUTILATE
PUNCHING
NAVPERS 767 (REV 4-64)

4172286 SERVICE NO
CAPERTON, OSCAR J. NAME
ADJC RATE
87 ACDUOB
467 TCD
1166 MAIL DATE
0502 ACTIVITY CODE
1 HOME PORT 1
2 HOME PORT 1
3 1ST CHOICE LFO
4 2ND CHOICE KSD
5 3RD CHOICE MSE
6 4TH CHOICE JAA
7 SCHOOL PREFERENCE
8 EVALUATION 22222
9 CAREER HISTORY 19YCVA 23VA 7SVF 26GGJK
10 SCHOOL HISTORY
11 REMARKS QUALIFIED INSTRUCTOR
12 SPECIAL QUALIFICATIONS F4D J71

Date PAMI mailed the car

Tour completion date

Active duty obligation

The school history shoul be left blank. This information is already on fil at the Bureau of Nava Personnel.

DUTY CHOICES
The lettered codes indicate naval activities where duty is preferred:

LFO - San Francisco, California
KSD - San Diego, California
MSE - Seattle, Wash.

OVERSEAS CHOICE
Caperton indicates that, as a fourth choice, he prefers shore duty in Japan.

The evaluation code space is filled in by Caperton's commanding officer. The mark is taken from the enlisted performance record and converted to code. "1" represents "outstanding," and so forth.

SPECIAL QUALIFICATIONS
Caperton is qualified on the F4D aircraft and the J71 aircraft engine.

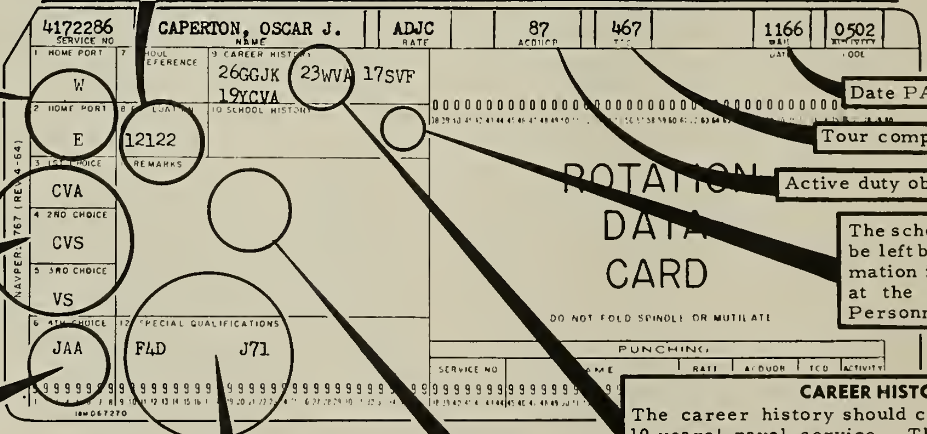
ADDITIONAL REMARKS
The additional remarks box contains information that Caperton or his commanding officer wish to bring to the attentio of the assignment officers. In this case "qualified instructor" not only indicates that Caperton is qualified, but also that he is recommended for instructor duty by his commanding officer.

SHORVEY ROTATION DATA CARD

These codes indicate that when Caperton goes to sea he wants to be based in San Francisco. However, if he can't have the West Coast, then he prefers an East Coast ship based in Newport, R. I.

EVALUATION CODE
The evaluation code space is filled in by Caperton's commanding officer. The mark is taken from the enlisted performance record and converted to code. "1" represents "outstanding," and so forth.

The top line of the rotation data card is punched and printed by the PAMI. It contains identifying information including service number, rate and rating, name, active duty obligation, tour completion date, and the date PAMI mailed the card.



ROTATION DATA CARD
DO NOT FOLD SPINDLE OR MUTILATE
PUNCHING
NAVPERS 767 (REV 4-64)

4172286 SERVICE NO
CAPERTON, OSCAR J. NAME
ADJC RATE
87 ACDUOB
467 TCD
1166 MAIL DATE
0502 ACTIVITY CODE
1 HOME PORT W
2 HOME PORT E
3 1ST CHOICE CVA
4 2ND CHOICE CVS
5 3RD CHOICE VS
6 4TH CHOICE JAA
7 SCHOOL PREFERENCE
8 EVALUATION 12122
9 CAREER HISTORY 26GGJK 23WVA 17SVF 19YCVA
10 SCHOOL HISTORY
11 REMARKS
12 SPECIAL QUALIFICATIONS F4D J71

Date PAMI mailed the card

Tour completion date

Active duty obligation

The school history should be left blank. This information is already on file at the Bureau of Naval Personnel.

DUTY CHOICES
For sea duty Caperton wants a CVA, CVS or VS squadron, in that order.

OVERSEAS CHOICE
If he must go overseas, he wants to go to Japan.

CAREER HISTORY
The career history should cover approximatel 10 years' naval service. The numbers indicat the period served aboard the ship or station Caperton has served (most recent stations first 26 months at NAS Jacksonville, 23 months wit Attack Squadron 46, 17 months with Fighte Squadron 111. . . and so forth.

SPECIAL QUALIFICATIONS
Caperton is qualified on the F4D aircraft and the J71 aircraft engine.

ADDITIONAL REMARKS
The additional remarks box contains information that Caperton or his commanding officer wish to bring to the attention of the assignment officers.

request, he usually delays orders until the latest possible time in hopes something will turn up. It often does.

When you have been selected to meet a certain requirement, the EPDO concerned is notified that you have been released for further assignment within a naval district or, if for overseas shore duty, in a specific country.

The Bureau, of course, is well aware that every man on Seavey is extremely interested in what action is taken. So that the man concerned will be informed at the earliest possible moment, BuPers, when making an assignment, sends a 1-A card to the commanding officer of each man involved. The 1-A card specifies that the drop has been made, the naval district or overseas area to which assigned, and the EPDO responsible for making the ultimate assignment.

Orders from the EPDO, stating specific location, usually arrive about two or three weeks after the 1-A card. After that you're concerned with travel and transfer regulations, not Seavey.

Shore to Sea

Shorvey (Shore Survey) is the counterpart of Seavey. Shorvey is the process by which Navymen who have completed shore duty are rotated back to sea.

With Seavey, the survey process begins near the end of your tour, but with Shorvey the opposite is true. Four months after you report to your shore command, the length of your tour will be firmly established.

SOME DUTY IS LESS ARDUOUS THAN OTHER DUTY

Normal shore tour lengths are computed for individual rates and ratings, and are governed in each case by the ratio of sea billets to shore billets.

These normal shore tour lengths are the basis for the establishment of tour completion dates.

- 24 MONTHS—BMC, 1, 2, 3, BMSN; QMC, 1, 2, 3, QMSN; SMC, 1, 2, 3, SMSN; RDC, 1, 2, 3, RDSN; STC, 1, 2, 3, STSN; TMC, 1, 2, 3, TMSN; MN3, MNSN; GMMC, 1, 2, 3, GMMSN; GMGC, 1, 2, 3, GMGSN; GMT3, GMTSN; FTC, 1, 2, 3, FTSN; MT2, 3, MTSN; ET2, 3, ETSN; IMC, 1, 2, 3, IMSN; OMC, 1, 2, 3, OMSN; RMC, 1, 2, 3, RMSN; SKC, 1, 2, 3, SKSN; DK2, 3, DKSN; CSC, 1, 2, 3, CSSN; SHC, 1, 2, 3, SHSN; PCC, 1, 2, 3, PCSN; LIC, 1, 2, 3, LISN; MMC, 1, 2, 3, MMFN; ENC, 1, 2, 3, ENFN; MRC, 1, 2, 3, MRFN; BRC, 1; BTC, 1, 2, 3, BTFN; EMC, 1, 2, 3, EMFN; ICC, 1, 2, 3, ICFN; DCC, 1, 2, 3, DCFN; PMC, 1, 2, 3, PMFN; MLC, 1, 2, 3, MLFN; SFC, 1, 2, 3, SFFN; EAC, 1, 2, 3, EACN; CEC, 1, 2, 3, CECN; EOC, 1, 2, 3, EOCN; CMC, 1, 2, 3, CMCN; BUC, 1, 2, 3, BUCN; SWC, 1, 2, 3, SWCN; UTC, 1, 2, 3, UTCN; AT3, ATAN; AX3, AXAN; AO2, 3, AOAN; ABC, 1, 2, 3, ABAN; PH3, PHAN; HN; DN; SDC, 1, 2, 3, TN.
- 30 MONTHS—ET1; AT2; AE3, AEAN; PTC, 1, 2, 3, PTAN; AX2.
- 36 MONTHS—MN2; GMTC, 1, 2; MTC, 1; ETC; DSC, 1, 2, 3, DSSN; YN3, YNSN; CYN3, CYNSN; PN3, PNSN; DKC, 1; JO3, JOSN; DM3, DMSN; ATC, 1; AS; AXC, 1; AOC, 1; AEC, 1, 2; AQC, 1, 2, 3, AQAN; PR1, 2, 3, PRAN; PHC, 1, 2; HM3; DT2, 3.
- 42 MONTHS—MNC, 1; ADRC, 1, 2, 3, ADRAN; ADJ2, 3, ADJAN; AMC, 1, 2, 3, AMAN;AK1, 2, 3, AKAN; AZ1, 2, 3, AZAN; HM2.
- 48 MONTHS—YNC, 1, 2; PNC, 1, 2; DMC, 1, 2; ADJC, 1; PRC; AKC; AZC; HMC, 1; DTC, 1; JOC, 1, 2.

Bulletin

New Shore Tour Lengths Have Been Set For Certain Aviation, Clerical Ratings

see page **22**

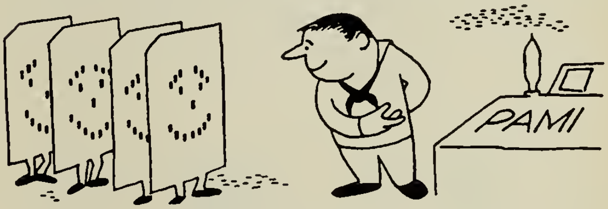
Many Navymen, upon reporting for duty, are faced with a decision concerning their shore tour length. This is because four months after arrival the tour completion date is established *on the basis of obligated service at that time.*

Often it is necessary to incur additional obligated service in order to receive a normal shore tour.

When you report ashore you will find yourself in one of the following categories: Your EAOS (expiration of active obligated service) coincides with the end of your normal tour of shore duty as listed above; your obligated service exceeds your normal shore tour by 13 or more months; your EAOS falls short of your normal tour ashore, leaving you insufficient obligated service for a full shore tour; your EAOS falls after your normal tour completion date, but does not give you sufficient time to serve a full tour ashore plus the 13 months required to return to sea.

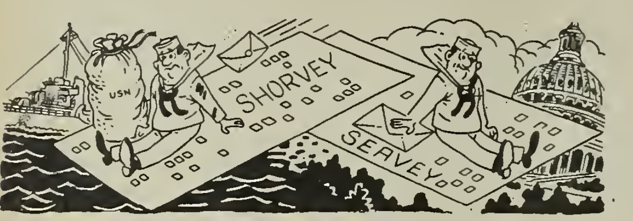
In each case the situation and the options are different.

- Your EAOS coincides with the end of your normal tour of shore duty as listed above. You have no problems. You are not obligated to return to sea, and you may serve a complete shore tour. You are also in the minority; life is usually more complex.
- Your obligated service exceeds your normal shore tour by 13 or more months. You will receive the normal shore tour, then return to sea.
- Your EAOS falls short of your normal tour ashore, leaving you insufficient obligated service for a full shore tour. You have a decision to make. You have three choices and four months to mull over the situation.

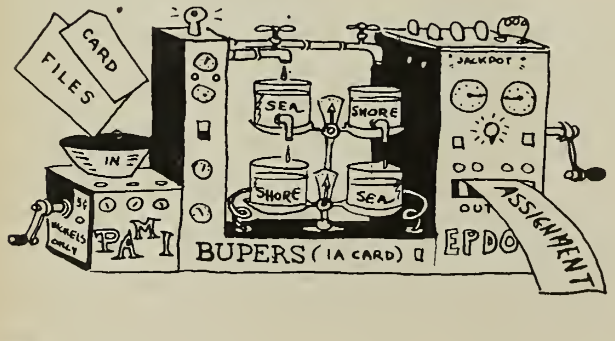


As an example, you reported ashore in March 1967. The normal tour for your rate and rating is 36 months. Your EAOS is January 1969, so you would need an

Do You Know Your Rotation Data Codes?

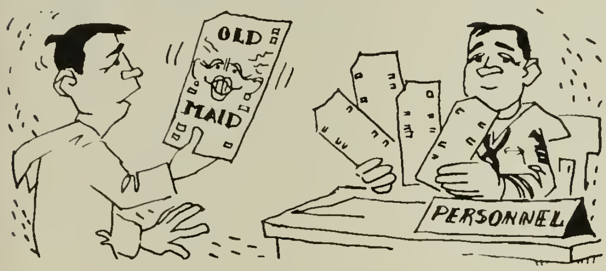


Code	What it Means
C1, L1, or P1	Your rotation data card has been mailed to your command by PAMI (CONUS, LANT or PAC, as appropriate).
C2, L2, or P2	PAMI has forwarded rotation data card information to BuPers. BuPers will process this information and furnish the PAMI with additional rotation data at some later date.
C3, L3, or P3	Your name has been sent to BuPers as eligible for Seavey/Shorvey. However, no information regarding your duty preferences was furnished PAMI. Therefore, you will be recorded by BuPers "without duty preferences" until your preferences are submitted by speedletter.
2*	You are eligible for assignment, but will become ineligible in less than 90 days because of insufficient obligated service. (This code applies only to Seavey.)
20	You are eligible for assignment, but orders have not yet been issued.
21	Not eligible for assignment because of insufficient obligated service.
22	Your sea duty commencement date is blank, or you are ineligible to be included in the current Seavey segment. Verify your sea duty commencement date on the 1080–14. If it's in error, act in accordance with paragraph 3.21 of the TRANSFER MANUAL.
23	You are not being considered for orders this month because of tour completion date factor. Includes those whose shore/overseas tours have been extended.
25	You are not being considered for orders this month because you are in a transient or temporary duty status.
26	You are not being considered for orders this month because the sea/shore code of the activity to which you're assigned has been changed and is being verified by BuPers. A new code will be assigned upon completion of this verification.
27	Your assignment is being held in abeyance because of a sea tour extension.
28	You are not being considered for orders this month because you are assigned to one of the special billets outlined in paragraph 24.43 of the TRANSFER MANUAL.
29	You are ineligible for orders because you're in a status not covered by Seavey/Shorvey (e.g., MA, MU, TD, Wave).
30	Assignment is either pending a decision by EPDO, or a transfer directive has been issued.
50	You were previously in an unassigned Vey status. BuPers has received a hospital or school availability and the resulting assignment was made outside the Vey system. You will be restored to an unassigned Vey status upon reporting to your new duty station.
92	You've been removed from Seavey/Shorvey because the sea/shore code of your activity has been changed, making you ineligible.
93	Removed from Seavey/Shorvey because your EDA at your new duty station has passed.
94	Removed from Seavey/Shorvey because you've reported to your new duty station.
95	Removed from Seavey/Shorvey as a result of information received at BuPers.
97	Removed from Seavey/Shorvey because your name or service number on new submissions does not match BuPers records. (BuPers will take action to restore you on Seavey/Shorvey.)
98	Removed from Seavey/Shorvey for an undetermined reason which is being investigated.
99	Removed from Seavey/Shorvey because of PAMI change.
V6	While in a Seavey status, you were assigned to a sea duty activity before its redesignation as a preferred overseas shore activity, classified as shore duty for rotation purposes. You will be considered for assignment ashore under normal Seavey procedures upon completion of present tour.



additional 14 months of obligated service if you are to receive a full tour ashore. Here are your options:

1. You may agree to extend for 14 months, and your shore completion date would then coincide with your EAOS. (A word of caution here. Current regulations require a man reporting to sea to serve at least one year. This means you may not extend for 15 months instead of 14 because your EAOS would then exceed your shore tour by one month. If you extend for more than 14 months, you must extend for at least 27 months, allowing for a year at sea and one month to go from your shore station to your sea command.)



2. You may extend for 27 or more months. You would then complete your full tour and return to sea. The operations of Shorvey are such that it would be distinctly advantageous for you to have extended for rotation to sea either when your TCD is established or, at the latest, when your rotation data card is submitted. Your name and choices of duty would then be available to your distributor at the beginning of the Shorvey cycle, when he has a wide choice of open billets.

Should you wait until both your shore tour and enlistment are about to expire before obligating for sea duty, the distributor may have already filled many of his open billets—those remaining might not be those you would prefer.

3. You may do nothing. When the four months' grace period has expired, your tour completion date will be established to coincide with your EOAS, and you will have lost the opportunity to have a full normal tour of shore duty. The TCD, once set, is final—even though you may later decide to extend or reenlist.

- Your EAOS falls after your TCD (through no fault of your own), but does not give you sufficient time to serve a full tour ashore plus the 13 months required to return to sea.

In this instance a great deal depends upon the length of a normal shore tour for a man of your rate and rating.

If your normal tour is 24 months, and your expiration of enlistment extends no more than six months beyond your normal tour completion date, your tour may be extended to coincide with your EAOS. If the excess time is more than six months, you will be required to return to sea—and if you do not extend your enlistment to provide the required 13 months necessary for transfer to sea, your shore tour will be cut short to make up the difference.

If your normal tour is greater than 24 months, essentially the same rules apply—except that your tour will not be extended. If your excess time is one month or more, you must go to sea, and if you do not extend to provide the necessary 13 months' sea time, your shore tour will be shortened.

Don't overlook the phrase, "through no fault of your own." If you extend after you have received your shore duty orders with the idea of receiving a shore tour a little longer than most, it won't work out that way. When the excess time is not entirely accidental, the 13-month rule mentioned earlier will apply.

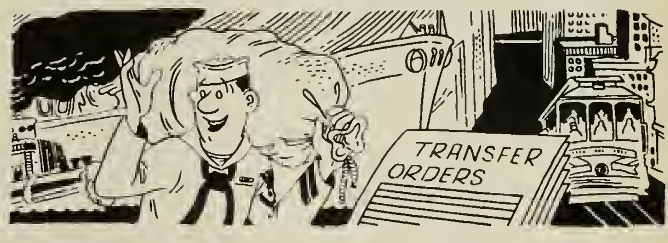
Once your tour completion date is established, you will normally have no further personal contact with the rotation system until about one year before your TCD. At that time the PAMI responsible for your command prepares and mails a rotation data card to your commanding officer. Your CO will see that you are interviewed by a qualified officer or senior petty officer. You will fill out a Vey interview form, indicating your choice of sea duty.

The information on the Vey interview form is transposed to the rotation data card, which is then returned to the PAMI.

If you do not receive a data card because you fail to meet the obligated service requirements for rotation you may, at this point, execute an agreement for 13 or more months' additional service. If you do, a rotation data card will be prepared for you and submitted.

At the PAMI the information on your card is forwarded to the Bureau of Naval Personnel, along with information concerning other Navymen due to participate in the Shorvey.

As a general rule, your distributor will have made a decision concerning your next assignment about four months before you are due to be transferred. When the assignment is made, you will receive a 1-A card which will indicate your assignment to duty in the Atlantic or Pacific Fleet or to a Bureau-controlled billet.



The EPDO or BuPers detailer to whom you have been made available will process your orders. Your name and personal data will be given to one of the type command representatives (or detailers) who will make the final decision. You should be notified of your ultimate destination within a month after you receive the 1-A card.

Your prospective command is also notified. Your new CO will have advance notice and will have time to plan your specific job assignment within the command.

When transfer time arrives, your shore station CO will issue you a standard transfer order, directing that you be transferred during a specified month. The STO will indicate the number of days' annual leave you are authorized to take en route to your new duty station.

Generally, a Shorvey transfer is as simple as that.

Rating Control:

IF YOUR RATING is not currently among those distributed by the new rating control system, it may be in the not too distant future.

Early in 1965 the Secretary of the Navy's Retention Task Force recommended an expansion of rating control to include all Navy occupations.

The expansion will be the most significant alteration of the enlisted distribution system since Seavey-Shorvey was introduced back in 1957. And, as when Seavey-Shorvey was established, the change will be distinctly beneficial to the enlisted man as well as highly advantageous to the Navy.

What is rating control? Essentially it is precision distribution by a "desk" system. Complete and separate organizations are provided for groups of two to six related ratings, and manned in part by senior petty officers taken from the rating group. Each small staff is concerned with all aspects of the ratings represented, including training, rotation patterns, and distribution. As a result, the rating control desks are able to monitor the individual needs of each rating.

Rating control will bring to manpower management a degree of personal attention never before achieved. In addition to providing for specialized distribution, the new organization allows more manhours for each enlisted personnel action than has previously been possible, whether it be a training request, duty extension, or other desire of the man or command.

A Most Successful Experiment

THE FIRST, TENTATIVE STEP toward a Navy-wide rating control system was taken in 1963. In the beginning, the possibilities of the new concept could not be foreseen, and rating control was planned to apply only to the highly technical ratings.

The service ratings GMM and FTM were chosen for the semi-experimental program. Both were fairly typical of the groups which were causing management headaches.

Problems in the GMM and FTM fields had been developing for several years. Back in 1956 the first guided missile ship was commissioned. The distributors had a hectic time locating enough gunner's mates and fire controlmen with the necessary skills to man the new weapons, but they did manage.

But the troubles were only beginning. By the end of the 1950s there were five guided missile ships and the personnel situation had improved but little.

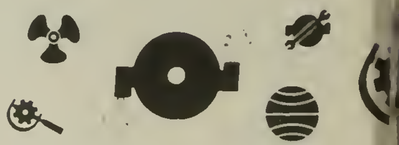
The rub was only partly the limited number of available GMMs and FTMs—the location and identification of men who were specifically trained to perform specialized duties was also a problem.

A rapid growth of missile technology and the consequent need for specialists had prompted the classification experts to divide the GM and FT ratings into service ratings and, further, into a large number of specialties identified by Naval Enlisted Classification (NEC) codes.

SO MANY ADDED PIGEONHOLES strained the distribution system and confused the personnelmen who, while expert on personnel management, had little knowledge of the technical eccentricities of the GMM and FTM subratings. To most personnelmen (to almost anyone who is not an electronics expert), a GMM job code is simply a number, and the technical description is not always helpful because enough detail can't be given. Overworked distributors found the extra classifications too much to cope with. The quality of distribution began to slip.

Something had to be done. That something was rating control.

The new system relied heavily on a combination of technically trained



distributors and a "desk" method which made special handling possible. The missile technicians of the GM and FT ratings were removed from the standard distribution roster and turned over to the experts on the GMM-FTM desk.

If there was ever any doubt of the project's value, it was quickly dispelled. To a large extent the manpower problems of the two service ratings quickly disappeared and the quality of distribution was found to be well above 95 per cent—which is to say more than 95 out of each 100 men distributed were placed in billets which suited them precisely.

BuPers is not an organization to overlook a good thing. Within a relatively short time other critical ratings were added to the system, each group with its own expert staff of trained detailers. By late 1965 there were eight rating control desks. The categories were: FT and GM; ST; ET and DS; RD; RM; AX, AT and PT; AE, AQ and PH; MA and TD. Recently, the AB, AM, PR, AZ, AO, AD, HM and DT ratings have been added.

The Wholesalers

INSOFAR AS PROCEDURES are concerned, the rating control system has much in common with the old organization. The primary mission still is distribution (wholesaling, as it's called by the distributors). Distribution consists of making men in pay grades E-7 and below available to EPDOLANT, EPDOPAC and EPDOCONUS for further assignment.

In addition, the appropriate rating control desks are responsible for detailing senior and master chief petty

How It Works

officers. Detailing, unlike distribution, consists of assigning men directly to specific billets.

Senior and master chiefs come to the attention of rating control whenever they are reassigned. The names of other enlisted men cross the rating control desk when the men are transferred from sea to shore or shore to sea and when they are transferred from one EPDO's area to another.

The bulk of rating control distribution involves men on either Seavey or Shorvey. Other responsibilities include intra-Fleet swaps, requests for duty with a brother (if the request entails transfer from one EPDO to another), transfers which involve STAR, SCORE or other reenlistment incentives, requests for humanitarian shore duty, extensions, and assignments to or from Vietnam.

BECAUSE ENLISTED DISTRIBUTION is handled by the Bureau of Naval Personnel, the men chosen as rating control petty officers are in an excellent position to serve as Washington, D. C. representatives on behalf of their ratings. They are encouraged to capitalize on the situation. They do.

The rating control desks maintain almost constant communication with the various sections of the Bureau of Naval Personnel, the offices of CNO, and the hardware commands, including those responsible for training, classification, retention, special programs, and new equipment. As technical experts and members of the rating, they are able to discuss candidly those special problems involving their ratings which may be resolved while they are still small.

Such an infusion of technical personal knowledge has proven invaluable. Each time a new rating is added to the system, adjustments to special programs and policies are made. Some of these changes solve problems which were too specialized to be dealt with before the skill was included in rating control.

Aside from distribution by technical specialists, the factor most responsible for the success of the new system is its increased staff. The chiefs and other senior petty officers assigned to the rating control sections have the time to consider carefully all aspects of requests from individuals.

Of the several methods used by rating control to communicate with the Fleet Navyman, the most important is the rotation data card—an old standby which has been given new emphasis by rating control.

Navymen who are due to be transferred ashore or back to sea are given the opportunity to complete a rotation data card. The information on this card is sent, via the appropriate PAMI, to the rating control desk in BuPers.

Thus, when it is your turn to be transferred the rating control petty officer will have a good deal of information concerning your qualifications and your desires. He will have, for instance, your four duty choices in the order of their desirability. He will know your length of obligated service. He will be aware of your special qualifications. He will be cognizant of any unusual situations which might affect your transfer—the ETA of an expected addition to your family, a child in a special school or your views in regard to areas in which you do *not* wish to serve.

DISTRIBUTORS have made use of such information for years, of course. But under rating control the petty officer in the Bureau has more time to devote to your assignment. The standard distribution system allows a ratio of one distributor for each 30,000 men in the Navy. Rating control operates with one distributor for each 5000 men.

As a result, your BuPers distributor has time to ponder your situation before he attempts to place you. In all likelihood he will look at your service record before making a determination.

Here are the Plans for the Future

When rating control is expanded to conform with the Task Force recommendation, tentative plans call for the desks to be grouped into four sections. For the ratings already under rating control, see the story on these pages.

Rating control group Alfa will have two desks. One will control all men in the submarine and nuclear fields, the other all those in the Seabee ratings.

Group Bravo will be responsible for aviation ratings. There will be four desks: one for AX, AT, AQ, AF and TD; one for AD, AM, PR, and AZ; another for AB, AO, AS, PH and PT; and the fourth for AC and AG.

Rating group Charley will be the largest of the four, with six desks: YN, PN, LI, PC and JO; DK, SK, AK, CS, SD and SH; SM, QM, BM, HM and DT; MM, EN, BT, BR, and MR; EM, IM, OM and IC; and ST, DC, PM, ML and DM.

Group Delta will have five desks: FT and GM; ST, TM and MN; ET and DS; RD and DT; and RM and CYN.

When the expansion is complete, ALL HANDS will publish the address and telephone numbers of each desk. From time to time, amplifying information from each desk will also be printed.

Overseas Tour Lengths

Where will you be going on your next overseas tour?

Here's a list of overseas duty stations and standard overseas tour lengths as described in BuPers Inst 1300.26D.

Generally, the time creditable on your overseas tour begins on the day that you actually depart from the United States.

Technically speaking, overseas duty consists of military duty performed while assigned to a military installation or activity permanently located at a land station outside the United States or in Alaska or Hawaii.

Unless otherwise qualified, a standard tour begins with the departure from a United States port (except in Alaska or Hawaii) and ends with the day of return on permanent change of station.

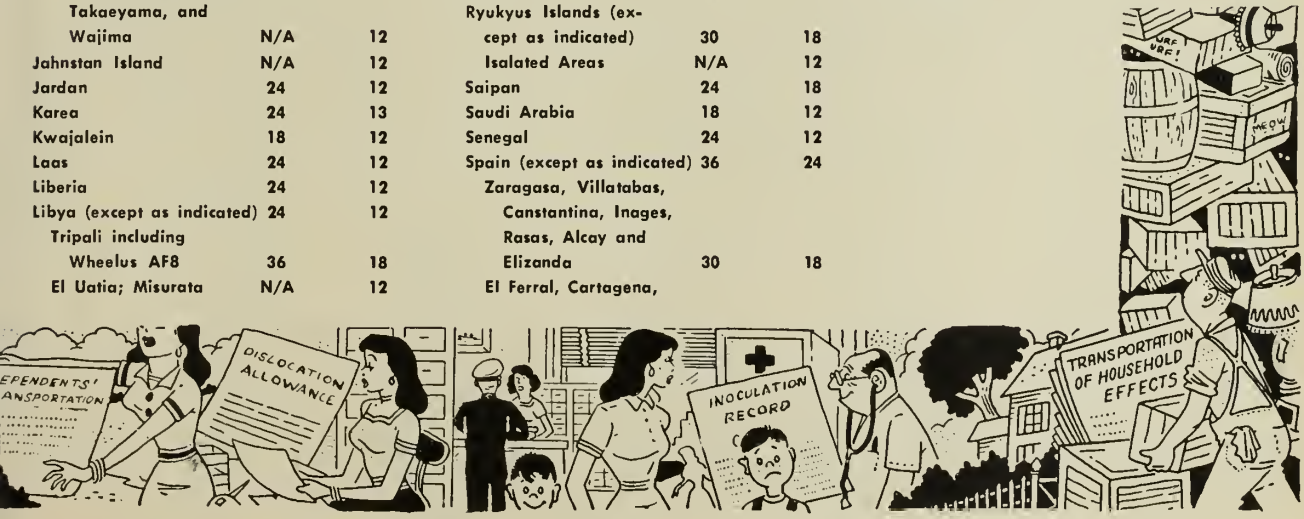
The length of overseas tours is subject to change.

Locations indicated by N/A are areas where dependents are not permitted.

These tour lengths do not apply to attache personnel.

Country or Area	Tour With Dependents (in months)	Tour Without Dependents (in months)
Alaska		
Aleutian Peninsula and Islands West of 162d Meridian including Adak, Attu, and Dutch Harbor; Point Barrow	18	12
Anchorage Area including Elmendorf AFB and Fort Richardson	36	24
Bethel; Kodiak Island; Nome	24	12
Big Delta Area including Fort Greely; Kenai-Whittier Area including Wildwood Station; Juneau	24	18
Fairbanks Area including Eielson AFB, Ladd AFB and Fort Wainwright	30	18
Fire Island; Clear; Murphy Dome	N/A	12
Antarctic Region	N/A	Indef.
Argentina	36	24
Aruba	24	18
Ascension Island	N/A	12
Australia (except as indicated)	36	24
Alice Springs and Northwest Cape	24	18
Austria	36	24
Azores	24	18
Bahamas		
Grand Bahama Island; San Salvador; Turks and Caicos and Andros Island	N/A	12
Eleuthera	24	18
Bahrein Island	15	12
Belgium	36	24
Bermuda	36	24
Bolivia	24	18
Brazil (except as indicated)	36	24
Fortaleza	N/A	18
Recife; Salvadore; Santa Cruz	24	18
Burma (except as indicated)	24	12
Rangoon	24	14
Cambodia	24	12
Canada		
Labrador (except as indicated)	24	12
Goose AFB	24	15
Metropolitan Areas	36	24
Newfoundland		
Argentia	24	18
St. Johns	36	24
Stephenville	N/A	12
Other Areas	24	12
Chichi Jima	18	12
Chile	36	24
Christmas Island	N/A	12
Colombia	36	24
Congo (Leopoldville)	24	12
Corsica	N/A	18
Costa Rica	36	24
Cuba		
Guantanamo	24	12
Cyprus	24	18
Dahomey	24	12
Denmark	36	24
Dominican Republic	36	13
Ecuador	24	18
Egypt	36	24
El Salvador	36	24
Eniwetok	N/A	12
Ethiopia-Eritrea (except as indicated)	24	18
Asmara	30	18
Massawa; Harrar and other isolated areas	N/A	12
Germany	36	24
Greece		
Athens, Pendelikah, Elevsis, Katsimidhi, Parnis, Marathon, Kifisia, Ekali, Piraeus, and Pateras	30	18
Crete (except Soudha Bay)	24	18
Soudha Bay	N/A	12
Other Locations	N/A	12
Greenland	24	12
Guam	24	18
Guatemala	36	24
Guinea	24	12
Haiti	36	24
Hawaii	36	24
Honduras	24	18

Country or Area	Tour With Dependents (in months)	Tour Without Dependents (in months)
Hong Kong	36	24
Iceland	24	12
India	24	12
Indonesia	24	14
Iran (except as indicated)	24	12
Teheran	24	18
Iraq	24	18
Italy (except as indicated)	36	24
Sigonella, San Vito, Brindisi, Ghedi, Piacenze, Rimini, Martina Franca, and Gioia del Colle	24	18
Mt Venda and Mt Corna	N/A	18
Mt Virgine, Reggio, Monte Limbara, Naz Sciaves, Zello, Mt Calverina, Mt Pizzaz, Mt Grappa, and Mt Tarara	N/A	15
Cima Gallina, Mt Paganella, Mt Cimone and Gambarie	N/A	12
Ivory Coast	24	12
Iwo Jima	N/A	12
Japan (except as indicated)	36	24
Iwakuni	24	18
Wakkanai	24	15
Kobe-Akashi-Osaka	24	15
Akizuki-Kure	24	13
Kokura Moji	N/A	13
Fuji Maneuver Area	N/A	13
Isolated Areas, including Abashiri, Asaiwayama, Mita, Mineokayama, Namaike, Nemuro, Ominato, Seburiyama, Takaeyama, and Wajima	N/A	12
Johnston Island	N/A	12
Jordan	24	12
Korea	24	13
Kwajalein	18	12
Laos	24	12
Liberia	24	12
Libya (except as indicated)	24	12
Tripoli including Wheelus AFB	36	18
El Uotia; Misurata	N/A	12
Mahe Island, Seychelles	24	13
Mali	24	12
Malta	24	12
Mexico	36	24
Midway Island	18	12
Morocco		
Ben Guerir Area	24	12
Casablanca Area including Nouasseur	36	24
Marrakech Area	30	18
Port Lyautey Area	24	15
Sidi Slimane	24	12
Nepal	24	12
Netherlands	36	24
New Zealand	36	24
Nicaragua	36	18
Niger	24	12
Nigeria	24	12
Norway	36	24
Pakistan (except as indicated)	24	18
Lahore	N/A	15
Peshawar	24	15
Palestine (UN Truce Supervisory Organization)	24	12
Panama (including Canal Zone)	36	18
Paraguay	24	18
Peru	36	24
Philippine Islands (except as indicated)	24	18
Mindanao; Balanga Area (Bataan); Laoag; Lubang	N/A	12
Mactan Island	N/A	13
Wallace Air Station	N/A	15
Portugal	36	24
Puerto Rico	36	24
Ryukyus Islands (except as indicated)	30	18
Isolated Areas	N/A	12
Saipan	24	18
Saudi Arabia	18	12
Senegal	24	12
Spain (except as indicated)	36	24
Zaragoza, Villatobas, Constantina, Inoges, Rosas, Alcoy and Elizondo	30	18
El Ferrol, Cartagena, Guardamar del Segura, and Sonseca	24	18
Adamuz, Ciudad Real, and Santiago	N/A	18
Balearic Islands and Gorremandi	N/A	15
Surinam	24	18
Taiwan (except as indicated)	24	15
Isolated locations	N/A	12
Thailand (except as indicated)	24	12
Bangkok	24	18
Trinidad and Tobago	24	18
Turkey		
Ankara, Cigli, Istanbul and Izmir	24	18
Adana, Sile, Calcuk, and Karamousel	24	18
Samsum	24	15
Trabzon	N/A	15
Other Areas	N/A	12
United Kingdom (except as indicated)	36	24
Londonderry (Ireland); Edzell; Holy Loch; Thurso (Scotland)	24	18
Upper Volta	24	12
Uruguay	36	24
Venezuela	36	24
Vietnam	N/A	12
Virgin Islands	36	24
Wake Island	18	12
West Indies		
Antigua; Barbados; Anguilla	24	18
St. Lucia	N/A	12
Yugoslavia	24	18



SEAVEY SEGMENT B-67

Because of the buildup in Southeast Asia, without a corresponding increase in shore billets, sea tours continue to be lengthened in many ratings. This is further compounded in some of the Group V (administrative and clerical) ratings, as a result of the conversion of a number of certain Navy shore billets to civilian positions.

As in the past few Seavey segments, preferred overseas billets, published in Chapter III of the *Enlisted Transfer Manual,* are to be filled by those individuals eligible for Seavey. There are obvious advantages in serving the longer overseas shore tour as compared to the shorter average CONUS tour.

Seavey-eligible Navymen will not be assigned to an overseas activity where dependents are not authorized or where adequate family accommodations are not available.

If you do not want a preferred overseas shore duty assignment, you must say so in Block 11 of your Rotation Data Card. Having done this, you will not, as a general practice, be assigned overseas; however, after every effort has been made to assign you to one of your CONUS duty preferences you may be extended at sea until a later Seavey segment when there are sufficient CONUS billets available.

It would, therefore, be prudent for you to indicate both CONUS shore and preferred overseas areas.

You are (once again) reminded that once you have orders to shore duty, a request for cancellation will do you little or no good.

Here are the eligibility requirements for Seavey B-67:

- You must be in an on board for duty status.
- You must have commenced a continuous tour of sea duty in or before the month and year specified below for your rate and rating.
- You must have an active duty obligation to September 1969 or later.
- If you are on overseas shore duty or toured sea duty, you must have a tour completion date which falls within the transfer months of this Seavey segment (i.e., October 1967 to January 1968, inclusive). If your tour completion date is after January 1968, you will not be extended at sea when you reach your TCD, but will be entered into the next Seavey segment into which your TCD falls (providing you are otherwise eligible). Effective with this Seavey segment, 14-month extensions at sea of Seavey-eligible Navymen completing toured sea duty must be well justified and approved by the Chief of Naval Personnel (Pers-B21).
- If you are assigned to a preferred overseas shore activity and meet the sea duty cutoff dates of Seavey A-66, and if your tour completion date falls within the transfer months of Seavey B-67, you will have a Rotation Data Card prepared and forwarded by PAMI if you are not currently recorded in Seavey. It is up to you to make sure that your duty preferences are current.
- If you are on a sea tour extension, you are ineligible unless the sea tour extension expires during the transfer months of this segment.
- Change in rate or rating after the cutoff dates have been announced by BuPers Notice 1306 does not change eligibility, since the effective date of the Notice is the determining factor. However, if you are reduced in rate to a pay grade that is ineligible for Seavey, you will be considered ineligible as of the date of reduction.

If you do not meet all the above requirements, don't bother to return your Rotation Data Card to PAMI or BuPers. It will just be a waste of your time and that of the Seavey people.

If you hold a conversion PNEC (XX99), you will be considered as serving in the rating to which you are converting for the purpose of determining Seavey eligibility.

All Explosive Ordnance Disposal Technicians will be ordered ashore according to their NEC, instead of by individual rate and rating.

For more details, see BuPers Notice 1306 of 9 March. Now, here's the list of rates and sea duty commencement cut-off dates.

Rate	**Date**	**QMSN**	**Nav 63**	**RD3**	**Aug 64**	**TMC**	**Jul 63**	**GMTC**	**Oct 65**	**NEC 5332**	**Apr 62**
BMC	**Oct 64**			**RDSN**	**Aug 64**	**TM1**	**Jun 62**	**GMT1**	**Oct 65**		
BM1	**Mar 61**	**SMC**	**Apr 63**			**TM2**	**Jun 62**	**GMT2**	**Oct 65**	**FTGC**	**Jun 63**
BM2	**Jan 61**	**SM1**	**Apr 60**	**STC**	**Oct 62**	**TM3**	**May 64**	**GMT3**	**Oct 65**	**FTG1**	**Jun 62**
BM3	**Dec 61**	**SM2**	**Apr 60**	**ST1**	**Oct 62**	**TMSN**	**May 64**	**GMTSN**	**Oct 65**	**FTG2**	**Jun 62**
BMSN	**Dec 61**	**SM3**	**Apr 60**	**STG2**	**Oct 62**					**FTG3**	**Jan 62**
		SMSN	**Apr 60**	**STG3**	**Oct 62**	**GMMC**	**Jun 63**	**GMGC**	**Oct 62**	**FTGSN**	**Jan 62**
QMC	**Aug 62**			**STGSN**	**Oct 62**	**GMM1**	**Jan 62**	**GMG1**	**Apr 60**		
QM1	**Oct 60**	**RDC**	**Apr 63**	**STS2**	**Oct 62**	**GMM2**	**Jan 61**	**GMG2**	**Jan 60**	**FTMC**	**Jun 63**
QM2	**Sep 62**	**RD1**	**Jun 61**	**STS3**	**Oct 62**	**GMM3**	**Jan 61**	**GMG3**	**Jan 60**	**FTM1**	**Jun 62**
QM3	**Nav 63**	**RD2**	**May 61**	**STSSN**	**Oct 62**	**GMMSN**	**Jan 61**	**GMGSN**	**Jan 60**	**FTM2**	**Jun 62**

Rate	Date
FTM3	Jan 62
FTMSN	Jan 62
FTBC	Oct 62
FTB1	May 62
FTB2	Mar 62
FTB3	Jan 62
FTBSN	Jan 62
NEC 1143	May 64
NEC 1144	May 64
MTC	Feb 65
MT1	Feb 65
MT2	Jan 64
MT3	May 63
MTSN	Jul 64
MNC	Jun 65
MN1	Jun 65
MN2	Jun 65
MN3	Jun 65
MNSN	Jun 65
ETC	Oct 65
ET1	Oct 65
ETN2	Dec 64
ETN3	Feb 65
ETNSN	Feb 65
ETR2	Jan 64
ETR3	Aug 64
ETRSN	Aug 64
DSC	Oct 65
DS1	Oct 65
DS2	Jun 65
DS3	Oct 64
DSSN	Oct 64
IMC	Feb 64
IM1	Feb 64
IM2	Feb 64
IM3	Sep 61
IMSN	Sep 61
OMC	Apr 63
OM1	Apr 63
OM2	Apr 63
OM3	Apr 63
OMSN	Apr 63
RMC	Apr 64
RM1	Jan 64
RM2	Mar 64
RM3	Aug 64
RMSN	Aug 64
YNC	Jun 65
YN1	Jun 65
YN2	Jun 65
YN3	Jun 65
YNSN	Jun 65
CYN3	Mar 65
CYNSN	Mar 65
PNC	Oct 65
PN1	Oct 65
PN2	Oct 65
PN3	Jun 65
PNSN	Jun 65

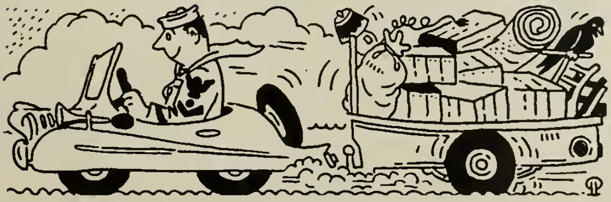
Rate	Date
SKC	Jun 64
SK1	Sep 63
SK2	Aug 63
SK3	Feb 65
SKSN	Feb 65
DKC	Jun 64
DK1	Jun 63
DK2	Mar 64
DK3	Oct 65
DKSN	Oct 65
CSC	Jun 63
CS1	Jun 63
CS2	Jun 63
CS3	Feb 65
CSSN	Feb 65
SHC	Jan 65
SH1	Sep 60
SH2	Sep 59
SH3	Sep 59
SHSN	Sep 59
JOC	Oct 65
JO1	Oct 65
JO2	Oct 65
JO3	Oct 65
JOSN	Oct 65
PCC	Oct 65
PC1	Jul 64
PC2	Sep 63
PC3	Oct 64
PCSN	Oct 64
LIC	Dec 63
LI1	Dec 63
LI2	Dec 63
LI3	Oct 65
LISN	Oct 65
DMC	Oct 65
DM1	Oct 65
DM2	Oct 65
DM3	Oct 65
DMSN	Oct 65
MMC	Nov 60
MM1	Feb 60
MM2	Jun 61
MM3	Dec 61
MMFN	Dec 61
ENC	Jul 62
EN1	Nov 60
EN2	Feb 62
EN3	Oct 63
ENFN	Oct 63
MRC	Oct 62
MR1	Oct 62
MR2	Oct 62
MR3	Oct 62
MRFN	Oct 62

Rate	Date
BTC	Oct 61
BT1	Sep 60
BT2	Sep 60
BT3	Nov 60
BTFN	Nov 60
BRC	Jul 63
BR1	Jul 60
EMC	Dec 61
EM1	Oct 60
EM2	Oct 61
EM3	Mar 63
EMFN	Mar 63
ICC	Jan 63
IC1	Jan 61
IC2	Jan 61
IC3	Jul 63
ICFN	Jul 63
SFC	Jan 61
SF1	Mar 60
SFM2	Sep 60
SFM3	Oct 62
SFMFN	Oct 62
SFP2	Jan 61
SFP3	Sep 61
SFPFN	Sep 61
DCC	May 63
DC1	Sep 61
DC2	Sep 61
DC3	Jun 63
DCFN	Jun 63
PMC	Sep 61
PM1	Mar 61
PM2	Mar 61
PM3	Mar 61
PMFN	Mar 61
MLC	Oct 61
ML1	Oct 61
ML2	Oct 61
ML3	Oct 61
MLFN	Oct 61
EAC	Jan 65
EA1	Jan 65
EAD2	Jan 65
EAD3	Jan 65
EADCN	Jan 65
EAS2	Jan 65
EAS3	Jan 65
EASCN	Jan 65
CEC	Aug 64
CE1	Aug 64
CEP2	Feb 64
CEP3	Jan 64
CEPCN	Jan 64
CES2	Feb 64
CES3	May 64
CESCN	May 64
CEW2	Jun 64

Rate	Date
CEW3	Mar 64
CEWCN	Mar 64
CET2	Feb 64
CET3	Jan 64
CETCN	Jan 64
EOC	Feb 64
EO1	Feb 64
EOH2	Feb 64
EOH3	Oct 64
EOHCN	Oct 64
EON2	Jul 64
EON3	Jul 64
EONCN	Jul 64
CMC	Feb 64
CM1	Feb 64
CMA2	Dec 63
CMA3	Jul 64
CMACN	Jul 64
CMH2	Dec 63
CMH3	Aug 64
CMHCN	Aug 64
BUC	May 64
BU1	May 64
BUL2	Oct 63
BUL3	Jun 63
BULCN	Jun 63
BUH2	Oct 63
BUH3	Jun 64
BUHCN	Jun 64
BUR2	Oct 63
BUR3	May 63
BURCN	May 63
SWC	Dec 61
SW1	Oct 60
SWE2	Dec 60
SWE3	Mar 63
SWECN	Mar 63
SWF2	Dec 60
SWF3	Mar 63
SWFCN	Mar 63
UTC	May 63
UT1	May 63
UTA2	May 63
UTA3	May 63
UTACN	May 63
UTB2	May 63
UTB3	May 63
UTBCN	May 63
UTP2	May 63
UTP3	May 63
UTPCN	May 63
UTW2	May 63
UTW3	May 63
UTWCN	May 63
ADRC	Jun 65
ADR1	Jun 65
ADR2	Mar 65
ADR3	Feb 65
ADRAN	Feb 65

Rate	Date
ADJC	Oct 64
ADJ1	Oct 64
ADJ2	Oct 64
ADJ3	Oct 64
ADJAN	Oct 64
ATC	Apr 65
AT1	Apr 65
ATR2	Apr 65
ATR3	Feb 65
ATRAN	Feb 65
ATN2	Feb 65
ATN3	Feb 65
ATNAN	Feb 65
AXC	Jul 64
AX1	Mar 64
AX2	Apr 64
AX3	Apr 64
AXAN	Apr 64
AOC	Jan 65
AO1	Aug 64
AO2	Jul 64
AO3	Mar 65
AOAN	Mar 65
AQC	May 65
AQ1	May 65
AQB2	Mar 65
AQB3	Mar 65
AQBAN	Mar 65
AQF2	Mar 65
AQF3	Mar 65
AQFAN	Mar 65
ABEC	Oct 64
ABE1	Sep 63
ABE2	Aug 63
ABE3	Mar 63
ABEAN	Mar 63
ABFC	May 64
ABF1	May 64
ABF2	Jul 63
ABF3	Jan 64
ABFAN	Jan 64
ABHC	Nov 64
ABH1	Apr 64
ABH2	Mar 64
ABH3	Oct 64
ABHAN	Oct 64
AEC	Mar 65
AE1	Feb 65
AE2	Feb 65
AE3	Feb 65
AEAN	Feb 65
AMSC	Jun 65
AMS1	Jun 65
AMS2	Feb 65
AMS3	Feb 65
AMSAN	Feb 65

Rate	Date
AMHC	Dec 64
AMH1	Dec 64
AMH2	Dec 64
AMH3	Dec 64
AMHAN	Dec 64
AMEC	Jul 65
AME1	Jun 65
AME2	Jun 65
AME3	Jun 65
AMEAN	Jun 65
PRC	Mar 65
PR1	Feb 65
PR2	Feb 65
PR3	Feb 65
PRAN	Feb 65
ASC	Nov 64
AS1	Nov 64
ASE2	Nov 64
ASE3	Nov 64
ASEAN	Nov 64
ASH2	Nov 64
ASH3	Nov 64
ASHAN	Nov 64
ASM2	Nov 64
ASM3	Nov 64
ASMAN	Nov 64
AKC	Jun 65
AK1	Jun 65
AK2	Jun 65
AK3	Jun 65
AKAN	Jun 65
AZC	Jun 65
AZ1	Jun 65
AZ2	Jun 65
AZ3	Feb 65
AZAN	Feb 65
PHC	Apr 65
PH1	Mar 65
PH2	Dec 64
PH3	Dec 64
PHAN	Dec 64
PTC	Oct 65
PT1	Oct 65
PT2	Oct 65
PT3	Jun 65
PTAN	Jun 65
HMC	Jun 65
HM1	Jun 65
HM2	Jun 65
HM3	Jun 65
HN	Jun 65
DTC	Oct 65
DT1	Oct 65
DT2	Oct 65
DT3	Oct 65
DN	Oct 65
SDC	Oct 64
SD1	Jul 62
SD2	Jun 62
SD3	Sep 60
TN	Jul 62



Check Your Rating Here for New Shore Tours

New Shore Tour Lengths Have Been Set For Certain Aviation, Clerical Ratings

The shore tour length for the new AS (Aviation Support Equipment Technician) rating has been set, and revised shore tour lengths for certain other aviation and clerical ratings have been issued.

The new tour lengths affect men only in those ratings in the table below.

Those ratings who are to have longer shore tours must have been ashore with a tour completion date of 1 Aug 1967 or later, to have received the extended tour. They also must have had 13 months or more obligated service beyond the new tour completion date.

For more details, see BuPers Notice 1306 of 28 Mar 1967. Meanwhile, here's the list of ratings, and how their shore tours now look:

Rate	Old Tour in Months	New Tour in Months
YN1	48	36
YN2	48	36
PN1	48	36
PN2	48	36
ADRC	42	52
ADR1	42	52
ADR2	42	52
ADR3	42	52
ADRAN	42	52
ADJC	48	52
ADJ1	48	42
ADJ2	42	46
ADJ3	42	46
ADJAN	42	46
ATC	36	46
AT1	36	46
ATR2	30	39
ATR3	24	27
ATRAN	24	27
ATN2	30	36
ATN3	24	27
ATNAN	24	27
AXC	36	52
AX1	36	45
AX2	30	39
AX3	24	31
AXAN	24	31
PRC	48	54
PR1	36	45
PR2	36	45
PR3	36	39
PRAN	36	39
AMSC	42	54
AMS1	42	54
AMS2	42	52
AMS3	42	52
AMSAN	42	52
AMEC	42	54
AME1	42	54
AME2	42	54
AME3	42	54
AMEAN	42	54
AMHC	42	30
AMH2	42	46
AMH3	42	46
AMHAN	42	46
AOC	36	33
AO1	36	31
AO3	24	30
AOAN	24	30
AQC	36	48
AQ1	36	48
AQB2	36	45
AQB3	36	45
AQBAN	36	45
AQF2	36	45
AQF3	36	45
AQFAN	36	45
AE1	36	42
AE2	36	45
AE3	36	37
AEAN	36	37
AKC	48	54
AK1	42	54
AK2	42	54
AK3	42	54
AKAN	42	54
AZC	48	54
AZ1	42	54
AZ2	42	54
AZ3	42	52
AZAN	42	52
PHC	36	46
PH1	36	45
PH2	36	41
PH3	24	27
PHAN	24	27
ASC	—	36
AS1	—	36
ASE2	—	36
ASE3	—	36
ASEAN	—	36
ASH2	—	36
ASH3	—	36
ASHAN	—	36
ASM2	—	36
ASM3	—	36
ASMAN	—	36

Navy Role in Vietnam

Nearly 50 per cent of all combat air strikes over North Vietnam during the past 18 months have been flown by carrier-based pilots, says Chief of Naval Operation Admiral David L. McDonald, USN.

Pointing to the Navy's role as part of the nation's force in readiness, ADM McDonald said that the first air strikes against North Vietnamese targets were flown from aircraft carriers because "they were there; they were ready; they were operating on the free oceans; and they could be used at the sole direction of our President."

CNO also reported that 98 per cent of all material going into Vietnam today is transported by ship. He explained this includes all trucks; helicopter and aviation fuels; all food; most of the ammunition; all heavy equipment.

The admiral noted that "the Air Force's Strategic Air Command, augmented by the Navy's *Polaris* weapons system and our nuclear-capable aircraft carriers, had successfully achieved our country's highest priority mission—that of deterring a nuclear conflict."

Happy Anniversary

To most Navymen, 20 years in the Navy is a career. To Torpedoman First Class Bobby Mann it is the tenure of his lease on the forward torpedo room of USS *Redfish* (AGSS 395).

It was on 14 Feb 1947 that Torpedoman Mann, then a third class petty officer, reported to *Redfish* at San Francisco Naval Shipyard. He was destined to spend the next 20 years aboard that submarine. No, this is not a result of Petty Officer Mann's service record being lost, or a snafu in the Seavey/Shorvey system. He has had ample opportunity to go to shore duty, or to change submarines.

Petty Officer Mann enlisted in the Navy in Nebraska on 11 May 1942. Before reporting to *Redfish*, he completed six submarine war patrols, one in *USS Sculpin*, four in *Stingray* and one in *Tuna*. Many new men on *Redfish* are startled to learn Mann has been aboard since before they were born.

The forward torpedo room of *Redfish* has been to Mann, for the past 20 years, home, sweet home.

ROTATION ROUNDUP

The tables published on the following pages provide the most comprehensive breakdown of Navy billets by location ever made available to the man in the Fleet. The data was processed and coordinated under the guidance of the Manpower Information Division and the Enlisted Personnel Division of BuPers, and is based on information used in the Seavey-Shorvey process.

The tables, which were set up and prepared by ALL HANDS staff, show allowances, both at sea and ashore, for the pay grades from designated striker to chief petty officer. (A separate compilation, scheduled for a future issue, will cover pay grades E-8 and E-9.)

Obviously, in so large and flexible an organization as the U. S. Navy, the manpower structure does not remain constant, but you will find this report to be a valid "general reference" and a useful tool. While changes are constantly occurring, the man in the Fleet can expect that most allowances will not change drastically over an extended period.

When you use the chart, note that the billets indicated for each location represent ALLOWANCES. Allowances may vary in some cases from actual on-board count, due to manpower shortages in certain ratings.

The Seavey-Shorvey system is designed to allow maximum consideration of the duty choices of the individual Navyman. Distributors and detailers attempt to place men at or near locations requested whenever possible.

The Navyman may increase his chances of a favorable decision by carefully considering NOT ONLY WHERE HE WOULD PREFER TO SERVE, BUT ALSO WHERE HE IS MOST LIKELY TO BE NEEDED. It is toward this end that this report has been compiled.

A first class boatswain's mate, for instance, when due for transfer ashore, would do well to consult the shore duty chart before filling out his rotation data card. If he selects locations where there are a sizable number of billets for his rating, the prospect of obtaining shore duty of his choice is good.

Knowing where the billets for a particular rating are scarce can also be valuable information. The BM, for example, will find that there are no allowances for BM1s in Delaware, Idaho, Montana, New Mexico, North Dakota, South Dakota, Vermont, Wyoming, Canada, Pacific (less Japan and, of course, Hawaii), or Latin America (less Panama). The selection of such locations is a waste of duty choices.

If the boatswain's mate especially wants to serve in Arkansas, which has only two billets, he is free to make that choice—after all, there is always that small chance of favorable consideration. But he would be prudent to back up such a limited request with a second choice of, perhaps, California, which has a total of 229 BM1 billets. Better yet, he may indicate "Anywhere CONUS," "Anywhere West (or East) of the Mississippi," or "Anywhere Europe."

As has been true in the past, it is unwise to rest all your hopes for shore duty on a particular location. Your best bet is to indicate a general area of choice. And don't forget the advantages of duty overseas. Most areas offer housing after brief delays at the most, and accommodations, while sometimes different, are completely adequate. Remember also that in some cases tour lengths of overseas shore locations are longer, plus the fact that they offer the Navy family a chance to "see the world." Now check the tables—and good luck!

TABLE 1 OF 9

SHORE DUTY IN U.S. ALPHABETICALLY BY STATES

RATING	Alabama	Arizona	Arkansas	California					Colorado	Connecticut	Delaware	Greater Wash., D.C.	Florida				Georgia	Hawaii	Idaho	Illinois	Indiana	Iowa	Kansas	Kentucky	Louisiana	Maine	Maryland	Massachusetts	Michigan	Minnesota	Mississippi	Missouri	Montana
				San Francisco	Los Angeles	San Diego	Other, North	Other, South					Key West	Jacksonville	Pensacola	Other																	
BMC	2	1	1	61	29	72	6	28	6	15		22	13	22	21	11	3	46		48	3	3	1	2	4	1	32	14	9	6	0	5	0
BM1	5	7	2	76	27	79	12	35	5	30		56	25	34	10	14	8	36		83	1	2	4	6	9	5	44	17	15	7	6	3	0
BM2	0	3	1	71	22	122	16	72	2	15		42	33	23	47	12	9	50		26	1	0	7	0	4	3	44	10	8	3	6	2	1
BM3	0	9	0	14	14	18	1	20	0	9		9	9	11	8	10	7	60		7	0	0	5	0	4	0	33	3	1	2	0	0	0
BMSN/SA	0	0	0	19	2	6	0	27	0	32		6	18	0	0	0	0	89		0	0	0	0	0	0	0	25	0	0	0	0	0	0
QMC	1	0		19	10	18	1	3	1	12		13	1	1	5	2	3	13	1	12	3	1	1	1	6	2	8	6	2	2	1	1	1
QM1	0	2		27	10	27	3	6	4	11		13	4	6	12	8	4	24	1	26	0	1	0	1	0	0	9	7	2	6	1	7	0
QM2	0	0		13	6	33	2	9	0	2		20	2	7	6	4	2	26	0	18	1	0	0	0	0	0	8	0	0	2	0	1	0
QM3	0	0		8	4	2	1	3	0	0		14	0	1	1	0	0	23	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
QMSN/SA	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	5	0	0	0	1	0	0
SMC	2	0	3	6	7	51	5	0		2		12	4	3	2	2	0	3		27	2	7	1	2	0		7	3	9	0	1	1	
SM1	4	1	3	12	7	41	0	4		0		11	5	14	0	2	5	4		41	4	0	0	4	1		5	0	5	0	0	4	
SM2	0	0	0	9	0	23	3	7		3		11	10	12	13	3	10	7		5	0	0	0	0	1		6	1	1	1	0	2	
SM3	0	0	0	1	1	2	0	8		0		1	1	0	0	0	0	3		0	0	0	0	0	0		0	0	0	0	0	0	
SMSN/SA	0	0	0	0	0	0	0	0		0		0	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0	
RDC	0			24	4	50	2	6	0	0	0	28	3	5	0	1	2	1		46	1	1	0	0	1	0	0	2	2	0		0	
RD1	2			32	10	100	1	13	1	1	0	3	23	1	0	6	14	3		88	1	0	3	1	3	5	2	8	7	2		2	
RD2	1			15	4	65	2	32	0	2	1	5	6	1	6	4	23	9		20	3	1	4	0	3	4	9	3	5	4		1	
RD3	0			4	1	52	0	18	0	0	0	0	12	0	0	0	22	1		0	0	0	0	0	0	1	0	0	0	1		0	
RDSN/SA	0			0	1	4	0	4	0	0	0	0	2	0	0	0	31	1		0	0	0	0	0	0	1	0	0	0	1		0	
STC	1			3	1	78	2	0	0	12	1	12	52	1	0	1	0	4		9					1	1	0	1	1	0		0	
ST1	0			12	4	81	4	0	1	9	3	9	104	0	0	0	1	8		1					0	0	1	5	0	1		2	
STG2				5		34	5				8	3	54															5					
STG3				14		3	7				12	0	7															11					
STGN/SA				9		3	4				0	0	0															0					
STS2						8				3		1	9					1															
STS3						1				0		0	0					1															
STSSN/SA						0				0		0	0					0															
TMC				3	2	27	0	1		25		4	28	2	0	0	0	17		5					3	3	2	2	1			3	
TM1				8	4	27	0	2		61		2	36	3	0	0	0	41		15					0	2	4	1	0			1	
TM2				12	8	23	3	12		33		2	16	7	5	1	1	45		4					0	3	5	1	0			1	
TM3				0	5	9	0	0		25		0	10	3	0	0	0	62		0					0	3	0	0	0			0	
TMSN/SA				0	0	0	0	0		2		0	0	0	0	0	0	25		0					0	0	0	0	0			0	
GMMC				7	7	1	0	14				3						2		22							0						
GMM1				10	11	2	0	10				0						2		20							1						
GMM2				31	18	0	0	5				0						8		0							0						
GMM3				0	0	0	0	7				0						10		0							0						
GMMSN/SA				0	0	0	0	0				0						0		0							0						
GMTC				2	1	17						1	1	7		1		5								0	0						
GMT1				7	1	14						0	2	7		1		8								2	2						
GMT2				8	2	6						0	1	10		1		14								4	1						
GMT3				0	0	10						0	0	13		0		17								2	0						
GMTSN/SA				0	0	1						0	0	11		0		0								0	0						
GMGC	2		1	17	5	67	0	2	1	2	1	5	2	1	4	1	2	4	2	66	4	2		1	3	2	8	7	3	3	4	3	0
GMG1	6		2	28	19	38	4	9	7	7	0	6	4	12	4	4	6	10	0	83	3	1		3	6	0	20	2	2	0	2	8	2
GMG2	0		0	31	16	69	0	24	0	7	1	12	7	13	9	2	2	7	0	12	2	0		0	0	3	16	3	4	1	4	1	0
GMG3	0		0	1	1	5	1	5	0	1	0	1	1	6	1	1	2	3	0	5	0	0		0	0	0	1	0	0	0	1	0	0
GMGSN/SA	0		0	0	0	2	0	1	0	0	0	1	0	4	1	0	0	0	0	0	0	0		0	0	0	0	0	0	0	1	0	0
FTC				2	1											1				3					1								

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Additions to Shore Duty Table

In addition to those listed in the charts, a few shore billets exist at the locations indicated:

DUTY

OVERSEAS LOCATIONS
(WHERE DUTY COUNTS AS SHORE DUTY)

																						Pacific		Americas		Atlantic			Europe				
Nebraska	Nevada	New Hampshire	New Jersey	New Mexico	New York	North Carolina	Ohio	Oklahoma	Oregon	Pennsylvania	Rhode Island	South Carolina	South Dakota	Tennessee	Texas	Utah	Virginia	Washington	West Virginia	Wisconsin	Wyoming	Japan	Other, Pacific	Panama	Others, Lat. America	Bermuda	Puerto Rico	British Isles	Germany	Italy	Spain	Other, Europe	RATING
2	6	3	6	8	25	5	6	1	4	24	63	24	0	11	11	0	87	17	0	2		28		4		4	32	2	3	3	10	0	BMC
2	6	3	8	0	25	7	16	3	9	39	20	14	1	11	35	2	77	36	1	7		55		4		7	18	3	2	5	6	0	BM1
1	7	1	10	1	15	5	2	0	1	26	30	24	0	15	48	0	122	31	1	0		70		2		4	37	0	2	9	7	0	BM2
0	1	0	2	1	6	0	1	0	0	5	11	11	0	6	12	0	31	28	0	0		38		4		8	11	0	1	13	8	1	BM3
0	2	0	0	0	0	15	0	0	0	0	4	8	0	3	0	0	78	0	0	0		15		0		0	2	0	0	0	0	0	BMSN/SA
1	1	2	1	2	11	3	3	1	3	8	16	6		4	9	1	29	6	1	5		9		0		0	4	6	0	4	1	2	QMC
4	1	1	1	4	15	3	2	5	0	6	9	6		2	21	1	37	9	0	1		9		3		1	4	5	1	1	2	0	QM1
0	0	0	4	1	4	0	1	0	0	8	19	1		2	17	0	30	4	0	0		4		0		0	6	3	0	2	1	0	QM2
0	0	0	0	0	1	0	0	0	0	2	2	0		0	0	0	18	1	0	0		9		5		0	1	0	0	0	1	0	QM3
0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	4	0	0	0		0		0		0	0	0	0	0	0	0	QMSN/SA
2	2		2	3	5	0	4	3	1	5	3	5		21	6		8	1		0	0	1	0								0		SMC
5	4		0	7	3	2	7	4	4	9	10	4		2	11		15	2		4	1	5	0								0		SM1
1	6		4	0	1	2	2	0	0	1	8	2		12	16		14	4		0	0	18	0								1		SM2
0	0		0	0	0	0	0	0	0	0	2	1		0	0		3	0		0	0	8	2								0		SM3
0	0		0	0	0	0	0	0	0	0	0	0		0	0		0	0		0	0	0	0								0		SMSN/SA
0			0	0	5	0	4	0	0	2	17	4	0	1	4	0	47	3	0	0		1	1	0			2			1		2	RDC
1			3	0	4	0	3	0	3	7	8	8	0	5	7	1	51	4	1	2		3	0	1			3			0		0	RD1
0			10	1	8	2	6	1	0	9	10	0	1	8	11	0	42	7	0	1		1	0	0			6			1		4	RD2
0			0	0	0	0	0	0	0	0	2	0	0	0	0	0	21	0	0	0		4	0	0			8			1		0	RD3
0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0			10			2		0	RDSN/SA
					0	1	0		2	1	3	6		0	1		6	3		1		4			1	3	1						STC
					1	4	1		4	0	5	9		1	0		13	4		1		3			0	6	5						ST1
			1		2	7	1		4	1	3	2					9	5								14	8						STG2
			0		0	22	0		7	0	0	0					2	12								30	9						STG3
			0		0	0	0		4	0	0	0					2	8								0	0						STGSN/SA
												3					1																STS2
												0					0																STS3
												0					0																STSSN/SA
0		1	4		1		3		1	5	4	6		0	1		10	5		2		3				2	1				1		TMC
3		1	5		2		0		0	5	2	20		1	0		23	12		0		6				2	2				3		TM1
0		2	10		3		1		0	1	14	28		4	2		19	21		0		7				3	4				8		TM2
0		0	11		0		0		0	0	3	19		0	0		11	17		0		13				3	4				7		TM3
0		0	3		0		0		0	0	0	27		0	0		0	0		0		0				0	0				0		TMSN/SA
				4							1	1					7					1					0						GMMC
				10							0	4					12					1					0						GMM1
				14							0	9					15					1					0						GMM2
				11							0	12					20					0					1						GMM3
				0							0	0					0					0					0						GMMSN/SA
	13		1	15	0			6			0	2		8			8	4				1				0	0	0			0		GMTC
	14		5	19	1			1			1	4		7			48	4				1				1	2	3			4		GMT1
	15		7	7	0			0			1	8		10			33	5				2				1	2	7			6		GMT2
	16		5	3	0			0			2	5		17			26	10				2				2	4	6			13		GMT3
	10		3	0	0			0			0	4		25			48	2				0				0	0	0			3		GMTSN/SA
1	0	2	4	2	13	2	2	2	1	10	8	7		7	7	1	20	5	0	2		15	0	1	1	0	3		0		3		GMGC
0	0	2	1	3	10	3	4	3	5	12	10	2		12	16	1	38	9	1	4		26	0	1	0	2	17		0		7		GMG1
2	1	0	4	2	3	3	3	0	2	21	11	9		4	6	0	58	13	0	0		29	1	1	0	1	8		0		7		GMG2
0	0	0	0	4	0	0	0	0	0	3	1	1		2	1	0	17	1	0	0		37	0	1	0	1	16		1		6		GMG3
0	0	0	0	0	0	0	0	0	0	0	1	0		5	0	0	1	2	0	0		0	0	0	0	0	8		0		0		GMGSN/SA
						1	1	1				1						3				4			1								FTC

- North Dakota—1 SMC; 1 ETR2; 1 EN1; 1 HMC and 1 HM1; and 1 RMC.
- Vermont—1 TM1; 1 BU1; 1 HM1; and 1 RMC.
- Canada—1 CTC, 1 CT1, 4 CT2s, 2 CT3s; and 1 YN1.

SHORE DUTY IN U.S. ALPHABETICALLY BY STATES

				California									Florida																				
RATING	Alabama	Arizona	Arkansas	San Francisco	Los Angeles	San Diego	Other, North	Other, South	Colorado	Connecticut	Delaware	Greater Wash., D.C.	Key West	Jacksonville	Pensacola	Other	Georgia	Hawaii	Idaho	Illinois	Indiana	Iowa	Kansas	Kentucky	Louisiana	Maine	Maryland	Massachusetts	Michigan	Minnesota	Mississippi	Missouri	Montana
FTGC				12	0	16	1	0		12		2	0		0	0	0	3		26	0						18	0	0			0	0
FTG1				14	3	17	0	0		21		1	2		0	1	0	6		42	0						22	4	1			0	0
FTG2				1	0	31	1	1		20		1	1		1	2	2	6		2	1						1	0	1			1	1
FTG3				0	0	2	0	0		3		0	2		0	0	0	4		0	0						4	0	0			0	0
FTGSN/SA				0	0	4	0	0		1		0	0		0	0	0	0		0	0						0	0	0			0	0
FTMC				58	2	7		16				2		0				1		8							0						
FTM1				53	12	6		26				1		0				1		19							7						
FTM2				23	13	4		5				0		2				1		0							0						
FTM3				6	11	2		4				0		1				4		0							0						
FTMSN/SA				0	0	0		2				0		0				0		0							0						
FTBC										9								2															
FTB1										10								8															
FTB2										2								3															
FTB3										0								1															
FTBSN/SA										0								0															
MTC						4		1		5		2	2			0		2															
MT1						0		2		16		0	2			2		8															
MT2						0		4		3		0	0			0		2															
MT3						0		4		0		0	0			0		0															
MTSN/SA						0		0		0		0	0			0		0															
MNC					3			0					0			2		3									2						
MN1					5			2					3			4		5									4						
MN2					7			0					4			3		8									2						
MN3					14			0					8			1		10									2						
MNSN/SA					0			0					0			0		0									0						
ETC		1		141	6	92	16	5	3	50	0	31	12	7	3	6	19	30	7	84	0	2	3	1	3	4	6	4	2	1	2	0	
ET1		1		166	11	115	17	9	1	52	1	55	26	24	11	20	47	82	21	100	3	2	2	0	7	7	18	9	4	5	7	1	
ETN2		2		40	7	48	15	7	1	10	1	51	25	11	8	12	10	83	18	13		1	3		1	11	12	5	1	4	4		
ETN3		1		40	8	64	24	16	0	5	3	58	12	25	7	3	8	71	0	4		0	4		1	8	7	7	1	3	3		
ETNSN/SA		0		10	6	18	7	3	0	0	0	3	4	9	16	4	8	10	0	0		0	0		0	9	7	0	0	2	6		
ETR2			1	19	16	38	3	5		22	1	5	16	25	7	21	37	32	4	8	1	1	2	1	2	11	12	2	4	1	5		
ETR3			0	9	2	18	1	3		9	0	3	0	5	1	12	23	1	0	1	0	0	0	0	0	4	10	0	0	0	0		
ETRSN/SA			0	2	0	11	1	1		2	1	1	0	2	4	0	21	0	0	0	0	0	0	0	0	3	2	0	0	0	0		
DSC				28		13						10	1			5	2	3		3							0						
DS1				39		20						16	1			10	5	13		3							1						
DS2				5		24						14	1			5	6	20		0							0						
DS3				4		22						9	0			2	2	13		0							0						
DSSN/SA				0		0						12	0			0	0	0		0							0						
IMC				0		0	0	0		1								1		6							1						
IM1				1		0	0	1		2								4		5							1						
IM2				0		1	1	0		3								4		0							1						
IM3				0		1	0	0		2								5		0							0						
IMSN/SA				0		0	0	0		0								2		0							0						
ŌMC										4		1						1		4													
ŌM1										5		1						5		3													
ŌM2										6		0						4		1													
ŌM3										5		0						8		0													
ŌMSN/SA										1		0						1		0													
RMC	2	3	6	50	11	117	8	8	5	14	1	62	4	9	6	10	3	79	0	29	1	2	5	4	10	7	46	13	5	3	5	2	2

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DUTY

OVERSEAS LOCATIONS

(WHERE DUTY COUNTS AS SHORE DUTY)

																						Pacific		Americas		Atlantic		Europe					
Nebraska	Nevada	New Hampshire	New Jersey	New Mexico	New York	North Carolina	Ohio	Oklahoma	Oregon	Pennsylvania	Rhode Island	South Carolina	South Dakota	Tennessee	Texas	Utah	Virginia	Washington	West Virginia	Wisconsin	Wyoming	Japan	Other, Pacific	Panama	Others, Lat. America	Bermuda	Puerto Rico	British Isles	Germany	Italy	Spain	Other, Europe	RATING
	0		0		1	0	0			3	5	0		0			21	0				0			1								FTGC
	1		0		1	0	1			2	8	1		2			22	4				2			0								FTG1
	0		2		4	1	2			8	2	1		0			9	2				3			0								FTG2
	0		0		0	0	0			0	0	0		0			0	0				0			1								FTG3
	0		0		0	0	0			0	0	0		0			0	0				0			0								FTGSN/SA
				3							1	0					42	0				0					0						FTMC
				13							0	1					52	0				5					0						FTM1
				16							0	2					24	1				6					1						FTM2
				19							0	2					13	0				6					0						FTM3
				0							0	0					0	0				0					0						FTMSN/SA
												5					16	0															FT8C
												11					52	2															FT81
												13					16	1															FT82
												2					0	2															FT83
												0					0	0															FT8SN/SA
			2									11					21	3															MTC
			2									22					45	5															MT1
			1									33					19	6															MT2
			0									14					0	11															MT3
			0									13					0	3															MTSN/SA
	0		2									10					2	2				6					0						MNC
	2		2									7					2	0				18					0						MN1
	1		2									6					3	2				23					1						MN2
	0		4									1					0	1				47					0						MN3
	0		0									0					0	0				0					0						MNSN/SA
	2	0	3	0	7	1	1	0	0	7	10	12	0	8	9		85	12	1	3		16	1	3	5	2	16	2		8	10		ETC
	2	1	5	1	17	1	1	1	3	12	28	35	1	18	29		177	20	0	4		33	2	9	4	6	41	7		11	13		ET1
1	1		2	2	7	5	1		1	5	27	10		5	20		40	17				49	3	9	4	5	41	8		21	12		ETN2
0	8		3	2	5	2	0		1	2	22	8		5	6		50	13				37	10	9	0	11	55	2		28	28		ETN3
0	3		0	0	0	0	0		1	1	5	2		4	13		17	4				13	0	3	0	1	18	0		1	9		ETNSN/SA
1	4		6	2	22		2		3	5	7	15		3	15		57	13		1		11				2	5	1		2	4		ETR2
0	0		3	2	0		0		0	1	6	1		0	6		11	5		0		5				0	5	0		0	4		ETR3
0	0		0	0	0		0		0	0	0	2		1	2		5	0		0		0				0	2	0		0	0		ETRSN/SA
																	11											1					DSC
																	20											2					DS1
																	30											3					DS2
																	21											5					DS3
																	7											0					DSSN/SA
											0	2		0	1		0					0									0		IMC
											1	1		1	0		4					1									1		IM1
											0	0		0	0		1					0									0		IM2
											0	0		0	0		0					0									0		IM3
											0	0		0	0		0					0									0		IMSN/SA
												0					0	1				2											OMC
												1					3	0				2											OM1
												0					0	0				1											OM2
												0					0	0				0											OM3
												0					0	0				0											OMSN/SA
0	2	1	9	3	11	4	6	6	1	10	25	19		6	28	1	84	13	2	2	1	35	8	14	12	2	47	9	0	23	17	6	RMC

SHORE DUTY IN U.S. ALPHABETICALLY BY STATES

				California									Florida																				
RATING	Alabama	Arizona	Arkansas	San Francisco	Los Angeles	San Diego	Other, North	Other, South	Colorado	Connecticut	Delaware	Greater Wash., D.C.	Key West	Jacksonville	Pensacola	Other	Georgia	Hawaii	Idaho	Illinois	Indiana	Iowa	Kansas	Kentucky	Louisiana	Maine	Maryland	Massachusetts	Michigan	Minnesota	Mississippi	Missouri	Montana
RM1	4	2	0	70	12	152	8	14	1	16	2	160	17	24	13	6	7	140	2	24	3	1	3	2	6	24	49	12	3	4	4	4	0
RM2	2	0	1	107	11	129	14	24	4	8	5	153	41	32	15	8	8	201	1	12	2	3	1	0	7	29	27	14	9	7	3	1	4
RM3	0	0	0	65	8	80	15	9	0	15	4	69	24	31	16	2	2	277	0	4	0	0	5	0	2	14	11	4	2	4	1	0	0
RM5N/5A	0	8	0	11	0	29	7	5	0	0	2	13	2	4	7	0	4	47	0	0	0	0	0	0	0	8	4	2	0	0	2	0	0
CTC		0		30	0	23			0	0		125	1	0	76	35	0	70	0	6	0	0			1	27	113	1	0	0			
CT1		0		50	0	31			0	0		176	0	0	64	50	0	135	0	3	0	1			1	45	139	1	0	0			
CT2		1		62	2	39			1	1		228	0	1	60	68	1	165	1	1	2	1			0	57	111	2	1	1			
CT3		0		73	0	44			0	0		274	2	0	13	82	0	203	0	1	1	0			0	69	106	0	0	0			
CT5N/5A		0		18	0	10			0	0		50	0	0	0	21	0	48	0	0	0	0			0	18	1	0	0	0			
YNC	3	1	1	52	12	50	4	4	3	6	0	222	11	12	15	6	3	60	1	27	3	2	2	2	8	1	33	10	3	2	5	3	
YN1	1	0	0	117	12	123	10	16	2	14	1	318	18	24	48	17	8	136	2	58	1	0	1	0	8	7	50	6	0	0	7	0	
YN2	1	3	0	131	27	176	26	15	5	21	0	290	33	45	60	20	6	220	3	79	0	0	0	0	9	12	38	5	0	1	10	1	
YN3	0	3	0	179	10	173	26	34	3	14	2	166	44	53	56	9	5	216	3	29	1	0	1	0	2	11	49	8	0	0	12	0	
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CYN5N/5A		1		35	8	41	11	7		4	4	44	6	18	21	5	2	46		6					0	2	14	6		1	3		
PNC	3	0	1	27	6	91	4	2	1	1	0	26	7	12	12	3	3	12		34	1	1		2	2	1	28	7	3	3	3	2	
PN1	0	1	1	39	9	119	14	12	2	8	0	41	10	23	24	6	6	26		47	2	1		1	4	6	50	5	2	2	5	4	
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PN5N/5A	0	0	0	15	1	35	5	4	0	0	0	9	7	11	21	2	4	6		8	0	0		0	0	4	11	0	0	0	6	0	
D PC		1		6	2	21	0	4	1	1		77	0	3	2	2	1	22		5	2					0	21	0					
D P1		1		13	2	46	0	9	0	4		75	1	9	4	8	1	36		13	0					0	34	1					
D P2		2		11	2	58	1	7	4	5		87	1	5	4	2	1	46		24	0					1	42	0					
D P3		0		15	2	91	0	6	4	3		129	0	10	4	2	1	82		31	0					0	57	1					
D P 5N/5A		0		4	2	14	0	2	2	0		97	0	4	0	2	1	72		10	0					0	0	0					
5KC	3	1	0	25	17	38	2	7	1	7	0	19	1	11	8	5	11	32	1	16	3	2	2	1	4	3	13	9	3	4	3	1	
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5K2	1	4	0	45	24	70	4	9	1	15	1	31	9	24	13	13	14	51	1	24	0	0	2	1	4	9	18	9	3	5	6	0	
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DK1	0	2	0	5	1	19	4	1	1	4	0	9	3	6	4	4	2	7	1	2	0	1		0	1	4	12	1	0	0	1	0	
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K5N/5A	0	0	0	1	0	5	1	0	0	0	0	0	0	0	0	1	0	0	0	5	0	0		0	0	1	1	0	0	0	0	0	
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C53	0	2	0	84	35	182	6	68		19	2	41	17	48	50	9	12	50		131	1	0	3	0	3	9	61	14	3	3	20	0	
C55N/5A	0	0	0	10	0	25	4	22		10	0	1	0	4	30	3	8	10		99	0	0	0	0	0	2	1	0	0	0	4	0	
5HC		0		9	7	23	4	6		1	1	5	3	8	8	0	5	9		8	1		1		2	1	9	0	1	0	1	0	
SH1		1		20	11	27	5	8		4	1	5	5	4	10	1	6	11		19	1		1		3	6	7	3	3	7	2	4	
5H2		2		46	14	39	4	15		6	1	7	5	12	12	1	5	17		12	3		1		1	6	9	1	1	0	2	0	
5H3		2		29	10	20	1	4		8	0	3	10	6	7	1	2	5		6	1		1		0	8	3	2	1	1	0	0	
5H5N/5A		0		0	0	0	0	0		0	0	1	0	0	0	0	0	0		0	0		0		0	0	0	0	0	0	0	0	
JOC		0		2	1	4	1	1		0		11	0	1	3		0	6		5	3				1		0	0			0		
JO1		1		2	0	5	1	2		0		4	1	3	3		0	5		7	5				1		1	1			2		
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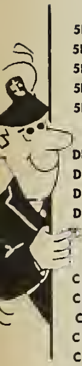

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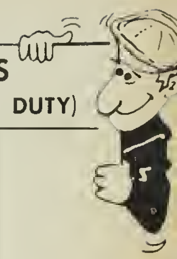
DUTY



OVERSEAS LOCATIONS

(WHERE DUTY COUNTS AS SHORE DUTY)

Nebraska	Nevada	New Hampshire	New Jersey	New Mexico	New York	North Carolina	Ohio	Oklahoma	Oregon	Pennsylvania	Rhode Island	South Carolina	South Dakota	Tennessee	Texas	Utah	Virginia	Washington	West Virginia	Wisconsin	Wyoming	Japan	Other, Pacific	Panama	Others, Lat. America	Bermuda	Puerto Rico	British Isles	Germany	Italy	Spain	Other, Europe	RATING
																						Pacific		Americas		Atlantic			Europe				
1	5	1	11	2	14	5	2	2	5	8	43	22		5	13	2	130	34	2	4	0	92	13	24	20	4	75	27	3	45	18	8	RM1
1	3	1	12	1	20	4	3	1	7	17	87	18		7	9	0	165	42	1	1	0	140	13	29	0	12	90	38	1	60	46	7	RM2
0	2	1	7	5	5	3	0	0	3	3	39	5		3	13	0	121	15	0	0	0	111	20	46	0	17	126	31	2	16	28	4	RM3
0	0	0	0	0	1	2	0	0	3	2	9	3		1	14	0	37	2	0	0	0	30	0	19	0	0	64	0	0	21	23	0	RMSN/5A
1			0	0	2	0	0	0	1	2	2	4		0	4		48	13		0		181		20			53	7	80	4	37	5	CTC
0			0	0	0	0	1	1	0	0	3	5		0	13		75	18		2		278		31			81	13	118	6	60	6	CT1
1			2	1	4	1	0	1	0	3	5	6		1	9		92	23		2		342		37			102	20	154	10	74	8	CT2
0			0	0	0	0	0	0	0	0	4	7		0	0		113	26		0		420		46			124	20	173	9	98	10	CT3
0			0	0	0	0	0	0	0	0	1	2		0	0		31	7		0		102		12			30	5	43	2	28	3	CT5N/5A
7	3	4	5	15	20	3	8	2	3	12	17	10		6	21	1	92	11	1	4		18	4	8	18	1	7	11	5	21	7	33	YNC
8	4	4	5	29	22	2	3	0	0	17	27	21		13	23	0	192	15		0		60	2	13	5	3	15	37	10	31	13	33	YN1
5	7	2	16	24	32	0	2	0	2	18	61	31		20	33	1	280	29		0		100	5	11	1	3	24	37	9	25	20	30	YN2
1	7	1	12	29	17	2	0	0	1	17	56	18		18	39	1	299	36		0		70	1	15	0	5	21	21	5	35	17	15	YN3
0	0	0	4	0	3	0	0	0	0	1	24	9		13	51	0	68	6		0		6	0	0	0	0	3	0	0	6	0	1	YN5N/5A
1	10	1	3		8	3			3	7	23	16		13	12		197	28				34	1	5		12	31	1	2	61	29	6	CYN3
0	0	1	5		1	3			2	6	20	3		4	6		51	12				78	8	0		8	26	0	0	43	21	0	CYN5N/5A
1	2	4	2	1	12	1	2	1	2	9	10	5		8	12		50	10		1		9	0	1		1	3	0	0	5	3	0	PNC
3	1	0	5	3	15	2	6	1	1	18	19	13		13	23		78	12		1		16	1	3		2	9	4	1	6	7	2	PN1
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0	4	0	6	0	11	1	0	0	1	12	27	8		22	22		81	25		0		30	1	2		5	9	5	0	6	11	1	PN3
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1	1	0	1	0	2	1	1			16	3	3		2	2		35	2				6					0	1	0		1	1	DPC
0	0	1	1	0	1	1	1			14	4	6		2	1		62	1				7					0	8	1		1	4	DP1
0	0	0	2	1	1	0	3			2	7	8		6	1		69	3				8					1	4	1		3	6	DP2
0	0	0	2	0	1	0	2			0	8	3		4	1		90	2				17					0	5	1		0	0	DP3
0	0	0	2	0	0	0	0			0	19	2		4	0		23	0				1					0	3	0		1	1	DP5N/5A
3	5	1	6	5	15	2	4	2	2	13	24	12		10	13	1	59	15		2		29	2	2	11	3	7	4	4	11	8	3	SKC
1	7	2	5	3	12	4	2	1	2	13	23	24		16	12	2	74	18		1		43	3	1	2	4	24	9	3	12	19	1	5K1
1	11	3	8	5	15	4	1	0	0	33	28	43		17	10	0	103	29		0		67	5	5	0	6	29	8	3	12	26	2	5K2
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1	1	0	1	1	3	1	1	1	1	4	2	1		4	6		13	3		1		3	2		5	1	1	2	1	1	1	2	DKC
0	2	2	3	2	3	0	1	0	0	2	7	3		5	3		19	4		0		7	1		0	1	3	1	0	4	5	0	DK1
0	4	2	2	2	6	1	2	0	1	2	4	4		9	3		22	7		0		8	1		0	3	5	1	3	3	8	1	DK2
0	0	1	4	1	5	0	0	0	0	5	9	10		11	2		22	10		0		7	2		0	1	7	2	1	2	5	0	DK3
0	0	0	2	0	0	0	0	0	0	0	0	0		9	1		7	0		0		0	2		0	0	0	0	0	0	0	0	DK5N/SA
2	2	3	1	3	6	2	3	1	0	9	9	6		9	9		25	14		2		8	1		2	2	7	1		4	1	0	CSC
3	8	6	7	2	14	0	3	2	1	14	23	11		17	22		55	18		2		12	4		5	2	21	1		11	8	0	C51
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0	3	5	2		3	1	0		1	5	5	6		2	7		14	7				5	1		1	3	8	3		1	1	0	5HC
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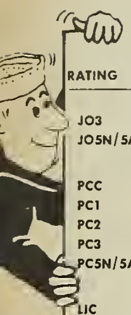
0	0	0	0		0	0	0		0	0	0	0		0	0		0	2				0	2		0	0	0	0		0	0	0	5H5N/5A
1	0	1	0	0	3		0			1	6	2		3	1		6	0				2			1	0	3	1	1	3	1		JOC
0	0	0	1	0	3		0			1	1	1		0	2		7	2				6			0	0	2	1	0	1	0		JO1
0	1	0	2	1	1		0			0	3	0		2	2		12	0				11			1	1	1	2	1	1	1		JO2

SHORE DUTY IN U.S. ALPHABETICALLY BY STATES



				California									Florida																			
RATING	Alabama	Arizona	Arkansas	San Francisco	Los Angeles	San Diego	Other, North	Other, South	Colorado	Connecticut	Delaware	Greater Wash., D.C.	Key West	Jacksonville	Pensacola	Other	Georgia	Hawaii	Idaho	Illinois	Indiana	Iowa	Kansas	Kentucky	Louisiana	Maine	Maryland	Massachusetts	Michigan	Minnesota	Mississippi	Missouri	Montana
JO3		0		0	1	10	3	0		0		1	1	2	5		0	10		8	0				0		6	1			0		
JO5N/5A		0		1	0	4	0	0		0		0	0	2	4		1	1		0	0				0		0	0			0		
PCC				1	0	4	0	0		0		1	0	1	0	0	0	1		2					0	0	1	0			0		
PC1				7	0	4	0	1		1		4	0	1	2	1	0	5		3					0	0	2	0			0		
PC2				4	1	7	1	1		2		4	0	3	6	2	2	6		2					1	1	2	1			2		
PC3				5	1	11	2	3		3		4	2	4	1	0	0	4		8					0	0	0	0			0		
PC5N/5A				3	0	2	5	0		0		0	2	4	2	1	3	0		12					0	1	0	0			1		
LIC				0		2		0				3		2	0			1		1							0		2				
LI1				0		1		0				6		2	0			4		0							0		1				
LI2				3		4		0				15		3	1			9		0							2		0				
LI3				0		9		1				14		2	0			26		0							1		0				
LI5N/5A				0		0		0				1		0	0			2		0							0		0				
DMC				0	0	5	0	2		0		5	1	1	1	0	0	6		0						0	1						
DM1				2	1	10	3	4		4		20	2	2	1	1	2	14		2						0	3						
DM2				2	1	13	5	1		3		21	5	2	7	1	2	21		2						1	5						
DM3				4	1	11	1	1		0		11	8	3	7	2	2	16		6						0	0						
DM5N/5A				0	0	6	1	6		2		1	0	0	2	0	0	6		1						0	1						
MUC				1		11			1			41	1	0	1			1		1							31	0					
MU1				5		41			0			58	0	3	4			6		8							24	4					
MU2				6		80			0			31	0	5	8			14		12							25	8					
MU3				10		91			4			0	0	7	9			13		14							0	10					
MU5N/5A				6		0			0			0	0	0	0			0		0							0	0					
MMC	4	1	0	28	25	126	4	4	3	19		13	1	10	16	2	11	13	8	79	9	0	1	3	2	4	13	10	6	4	0	8	
MM1	3	0	4	21	21	84	1	5	3	47		14	8	14	36	1	10	16	42	97	2	6	0	3	2	4	3	15	6	3	3	4	
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MMFN/FA	0	0	0	0	0	4	0	0	0	7		0	2	3	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	
ENC	2	0	2	25	17	23	0	4	5	39	0	22	6	6	4	5	3	13	0	41	6	5	1	4	6	1	7	11	7	0	0	6	1
EN1	3	1	3	72	34	65	7	10	0	47	1	18	19	25	22	6	9	34	5	56	5	8	1	5	4	2	25	19	8	3	2	6	0
EN2	0	0	0	65	27	90	10	26	0	19	2	19	39	21	35	12	10	41	0	31	0	1	0	2	3	4	41	3	2	0	1	0	0
EN3	0	0	0	26	30	43	2	12	0	17	2	22	18	5	15	8	1	29	0	0	0	0	0	0	0	0	19	2	0	0	0	0	0
ENFN/FA	0	0	0	15	0	22	4	10	0	8	0	7	3	6	8	0	2	48	0	4	0	0	0	0	1	0	6	0	0	0	0	0	0
MRC	0	1		2	0	17	0	1	1	2		2	0	2	2	0	0	3		2	2	1			1	0	1	0	4	0	0	3	
MR1	1	2		5	2	23	2	3	0	11		3	2	4	8	1	3	11		3	0	0			0	3	4	1	0	3	0	0	
MR2	0	0		7	1	16	3	4	0	13		6	1	3	8	2	1	14		3	0	0			0	1	0	0	2	0	1	1	
MR3	0	0		1	0	5	0	2	0	10		2	0	2	3	1	0	13		0	0	0			0	1	1	0	0	0	1	0	
MRFN/FA	0	0		1	0	2	1	0	0	7		0	0	0	0	0	0	0		0	0	0			0	1	0	0	0	0	0	0	
8TC	1	0	2	14	13	74	1	2	2	0		7	4	5	8	0	0	3	2	55	2	3	0	5	2	1	3	8	1	4	2	4	0
8T1	3	0	2	23	21	55	5	9	2	0		19	2	13	25	8	8	0	16	72	6	4	1	3	6	0	14	10	7	8	4	9	1
8T2	0	1	0	48	6	96	14	11	0	4		23	13	30	39	1	6	0	16	75	0	0	0	0	0	6	50	11	2	0	6	0	0
8T3	0	0	0	0	0	0	0	5	0	0		4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0
8TFN/FA	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8RC	0			1		14						0								3		0		0				1	0	2			
8R1	1			1		5						2								6		3		3				2	6	2			
EMC	1		0	25	17	66	2	2	1	43		16	4	5	12	1	2	15	3	47	1	0	0	5	1	1	10	10	4	4	3	11	
EM1	4		2	28	11	61	3	5	3	40		8	6	14	3	5	1	19	27	56	0	3	1	4	2	0	10	11	9	7	0	9	
EM2	2		0	65	27	69	2	8	2	33		19	9	26	11	7	6	40	24	21	3	0	0	1	1	3	22	7	4	1	3	2	
EM3	0		0	5	3	20	1	4	0	11		10	7	2	2	5	1	41	4	0	0	0	0	0	0	0	12	0	0	0	1	0	
EMFN/FA	0		0	10	0	1	0	2	0	8		0	0	3	0	0	4	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

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DUTY

OVERSEAS LOCATIONS
(WHERE DUTY COUNTS AS SHORE DUTY)

																						Pacific		Americas		Atlantic		Europe					
Nebraska	Nevada	New Hampshire	New Jersey	New Mexico	New York	North Carolina	Ohio	Oklahoma	Oregon	Pennsylvania	Rhode Island	South Carolina	South Dakota	Tennessee	Texas	Utah	Virginia	Washington	West Virginia	Wisconsin	Wyoming	Japan	Other, Pacific	Panama	Others, Lat. America	Bermuda	Puerto Rico	British Isles	Germany	Italy	Spain	Other, Europe	RATING
0	0	0	0	0	0		1			0	4	1		2	2		12	1				9			2	0	1	0	0	0	1		JO3
0	0	0	0	0	0		0			0	2	0		2	4		1	0				0			0	0	0	0	0	0	0		JOSN/SA
			0	0	2	0				0	0	1		1	0		2	0				6	0		0	0	2	2	0	2	0	0	PCC
			0	0	1	0				0	2	0		0	0		9	2				10	0		0	1	2	2	0	9	1	1	PC1
			0	0	3	1				1	0	1		2	3		9	2				22	1		0	0	4	4	1	5	2	0	PC2
			1	2	3	1				0	1	0		2	2		9	1				27	0		1	1	6	5	0	9	4	1	PC3
			0	0	1	0				0	3	0		3	13		5	2				7	1		0	1	4	0	1	6	0	0	PCSN/SA
				0						0	1						3					1						1				0	LIC
				1						0	1						8					1						1				4	LI1
				1						1	1						11					1						3				1	LI2
				0						1	2						27					1						2				0	LI3
				0						0	1						8					0						0				0	LISN/SA
			0	1							1	0		1	0		4	0				1			0		0	1	0	0	0	0	OMC
			0	1							0	1		2	0		14	1				0			0		1	0	0	3	1	2	OM1
			1	4							4	4		0	0		23	1				4			1		0	2	1	1	0	1	DM2
			2	1							2	0		1	1		24	2				1			1		0	0	0	2	0	1	DM3
			0	0							1	0		0	0		7	2				0			0		0	0	0	0	0	0	DMSN/SA
					1						1	0		1	1		32	0				0					1			0			MUC
					5						6	4		4	4		30	4				4					2			4			MU1
					6						12	6		5	8		25	8				6					4			8			MU2
					10						14	8		6	10		34	10				7					6			10			MU3
					6						0	0		0	0		0	0				0					0			0			MUSN/SA
4	1	0	0	4	20	2	11	2	4	24	19	7		18	13		55	14	0	2		5	1		2	0	4			1	2		MMC
2	1	3	4	3	44	2	6	0	4	26	13	14		51	45		54	28	1	1		6	0		0	2	10			2	4		MM1
1	2	1	17	5	49	1	4	0	0	27	41	19		58	46		95	29	1	1		3	1		0	2	7			6	2		MM2
0	3	0	1	2	0	0	0	0	0	1	0	2		3	0		3	2	0	0		3	2		0	0	3			28	2		MM3
0	0	0	0	0	0	0	0	0	0	1	3	0		0	0		0	1	0	0		0	0		0	0	0			0	0		MMFN/FA
4	1	2	0	3	19	4	13	4	7	18	6	16		5	17	0	19	13		9	0	9		0	3	0	2	0	0	1	1		ENC
0	0	3	4	4	28	6	9	5	8	21	36	35		32	24	2	64	30		7	0	27		2	1	5	24	1	2	4	7		EN1
0	3	2	8	2	12	6	1	1	1	15	21	19		7	16	1	68	38		0	1	13		4	0	5	24	0	2	8	5		EN2
0	0	2	1	0	3	3	0	0	2	3	28	15		0	3	0	53	31		0	0	19		1	0	4	25	0	0	2	1		EN3
0	0	0	0	0	0	5	0	0	0	0	4	3		0	6	0	48	0		0	0	15		1	0	0	8	0	1	0	0		ENFN/FA
0		0	0	2	0		0		4	0	1	0		1	0		1	1	0			2				0	0			1	0		MRC
0		2	2	0	6		3		0	2	2	4		4	2		6	2	0			2				1	1			1	1		MR1
1		0	1	1	0		3		0	4	2	2		3	6		11	12	1			3				0	1			0	0		MR2
0		0	1	0	0		0		0	0	1	3		1	1		3	0	0			4				0	1			0	1		MR3
0		0	1	0	0		0		0	0	0	2		0	0		0	0	0			0				0	0			0	0		MRFN/FA
4	0	1	1	4	14	1	6	4	2	16	43	7		15	14		21	7		0		4		1	1		0			3	0		BTC
5	4	0	3	3	28	2	12	3	4	30	30	7		12	30		26	11		4		0		0	0		8			1	1		BT1
0	8	4	3	4	14	0	2	0	1	15	53	11		40	25		79	12		0		0		0	0		5			0	1		BT2
0	0	0	0	0	0	0	0	0	0	0	0	0		2	0		0	0		0		0		0	0		5			0	0		BT3
0	0	0	0	0	0	0	0	0	0	0	2	0		0	0		0	0		0		0		0	0		0			0	0		BTFN/FA
0				2	0		3			7				0	0							1											BRC
1				2	9		0			11				2	4							1											BR1
5	0	0	4	0	17	3	6		3	13	9	13		8	10	0	19	14	0	2	0	4	0	0		0	0	1		0	0	1	EMC
2	0	2	5	3	40	2	9		0	23	10	19		7	15	0	26	17	1	2	0	12	0	0		1	4	2		2	2	0	EM1
0	1	3	3	1	34	3	3		1	40	33	32		8	7	1	82	36	2	2	1	14	1	3		3	21	1		1	4	0	EM2
0	1	0	2	1	0	0	0		0	1	7	10		1	0	0	12	2	0	0	0	15	0	0		1	2	1		0	5	0	EM3
0	0	0	0	0	0	0	0		0	0	2	6		0	2	0	1	0	0	0	0	2	0	0		0	2	0		0	0	0	EMFN/FA

SHORE DUTY IN U.S. ALPHABETICALLY BY STATES

				California									Florida																				
RATING	Alabama	Arizona	Arkansas	San Francisco	Los Angeles	San Diego	Other, North	Other, South	Colorado	Connecticut	Delaware	Greater Wash., D.C.	Key West	Jacksonville	Pensacola	Other	Georgia	Hawaii	Idaho	Illinois	Indiana	Iowa	Kansas	Kentucky	Louisiana	Maine	Maryland	Massachusetts	Michigan	Minnesota	Mississippi	Missouri	Montana
ICC	1	0		4	2	26	0	0		20		3	0	0	0	0	0	4	3	44	0				1	0	3	1	0	0	0	0	
IC1	0	0		6	0	42	0	0		6		12	3	3	0	5	0	10	15	54	0				0	0	2	1	2	3	0	2	
IC2	0	1		16	11	35	8	3		13		9	5	9	2	6	3	13	12	8	2				1	2	11	2	0	0	2	0	
IC3	0	0		1	0	11	0	0		5		2	1	0	0	0	6	12	0	1	0				0	0	6	0	0	0	1	0	
ICFN/FA	0	0		2	0	0	0	0		2		0	0	1	0	0	0	5	0	0	0				0	0	0	0	0	0	0	0	
SFC	0	0	0	5	6	61	2	4	0	17		12	4	4	4	0	1	13		24	3		1		2	1	4	0		3	1	6	
SF1	1	1	1	17	13	79	4	5	1	44		7	5	7	1	1	1	22		44	1		0		0	0	5	3		4	3	4	
SFM2				21	2	27	14	1		36		3	1	2	6	1	6	24		3		1					7	1			2		
SFM3				1	1	10	2	0		25		1	1	6	1	0	1	21		0		0					0	0			1		
SFMFN/FA				1	0	5	4	0		11		0	0	1	0	0	0	4		0		0					0	0			0		
SFP2				16	8	22	2	9		16	1	6	2	3	7		9	14		5		1				1	11					1	
SFP3				0	2	1	0	0		9	0	0	0	3	0		0	8		1		0				0	1					0	
SFPFN/FA				0	0	0	0	0		3	0	0	0	3	0		0	5		1		0				0	0					0	
DCC	0	0		20	4	28	1	2		5		7	0	4	2	0	0	3		5	0	0	0			1	1	3	1		0	0	
DC1	1	1		20	4	35	4	3		8		10	6	7	3	1	2	14		7	0	0	1			0	6	0	0		0	0	
DC2	0	1		27	2	31	3	4		8		15	4	21	4	1	1	13		13	1	1	0			0	11	2	0		4	1	
DC3	0	0		2	1	19	0	2		9		3	0	5	0	0	1	10		0	0	0	0			0	3	0	0		0	0	
DCFN/FA	0	0		2	0	0	0	5		5		3	0	2	6	0	0	5		0	0	0	0			0	2	0	0		0	0	
PMC						1	0	0				0								2													
PM1						1	1	0				1								0													
PM2						0	0	1				0								0													
PM3						0	0	0				0								0													
PMFN/FA						0	0	0				0								0													
MLC						1				0										1													
ML1						2				1										3													
ML2						0				0										0													
ML3						0				1										0													
MLFN/FA						0				0										0													
EAC				0		0	0	4					0	0	1					2							1						
EA1				1		1	2	7					1	1	1					1							1						
EAD2		1				1	1	1				1			0		1	1		2							1						
EAD3		0				1	1	1				0			1		0	1		0							2						
EADCN/CP		0				1	0	0				0			0		0	0		0							1						
EAS2						1	1							1	1																		
EAS3						0	1							0	0																		
EASCN/CP						0	0							0	0																		
CEC			2	1	1	0	1	9		0	0	1	1	0		1	1	1		2	1	1	0	0	1	0	1	2	2	0	0	2	
CE1			0	1	2	2	1	14		1	1	4	0	1		0	2	0		4	1	0	1	2	1	5	1	2	1	3	1	0	
CEP2		1		0	0								2	2	1	1	3	1		2			1		1	3		2	1	1	0		
CEP3		1		2	2								0	2	1	0	0	0		0			1		1	0		1	1	1	1		
CEPCN/CP		0		0	1								3	0	0	0	0	0		0			0		0	0		0	0	0	3		
CES2				0			1	2			0	0	1	1															1		0		
CES3				1			1	2			1	3	0	0															0		2		
CESCN/CP				0			0	0			0	0	0	0															0		0		
CET2						1		2																									
CET3						0		0																									
CETCN/CP						0		0																									

Prepared by ALL HANDS Magazine

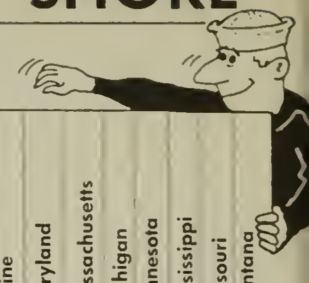
DUTY

OVERSEAS LOCATIONS
(WHERE DUTY COUNTS AS SHORE DUTY)

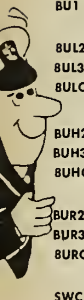
Pacific Americas Atlantic Europe

Nebraska	Nevada	New Hampshire	New Jersey	New Mexico	New York	North Carolina	Ohio	Oklahoma	Oregon	Pennsylvania	Rhode Island	South Carolina	South Dakota	Tennessee	Texas	Utah	Virginia	Washington	West Virginia	Wisconsin	Wyoming	Japan	Other, Pacific	Panama	Others, Lat. America	Bermuda	Puerto Rico	British Isles	Germany	Italy	Spain	Other, Europe	RATING
1			2	0	2	0	1			4	0	9		1	0		4	3				1	0				1	0		0	0		ICC
0			0	0	11	1	3			4	0	11		5	1		13	5				4	1				4	0		0	1		IC1
0			2	2	9	0	0			8	10	4		6	8		31	13				2	2				1	2		0	0		IC2
0			0	2	0	0	0			1	0	1		2	3		8	0				2	0				0	0		0	0		IC3
0			0	0	0	0	0			0	0	0		2	0		0	0				0	0				0	0		1	0		ICFN/FA
	0		3		2	2	4		0	8	5	7		16	5		17	8		3		6	0			0	1		0				SFC
	1		4		6	2	7		1	12	11	8		11	9		19	6		2		3	1			1	2		1				SF1
1			3		8				1		2	5		2	10		7	11		1		2					5						SFM2
0			0		0				0		2	4		0	1		2	0		0		0					1						SFM3
0			0		0				0		4	3		0	3		0	0		0		0					0						SFMFN/FA
	1		4				1	1		3	6	3		1	12		13	7				3	1	0			1						SFP2
	0		0				0	0		0	0	1		0	0		1	0				0	0	1			1						SFP3
	0		0				0	0		0	0	0		0	0		1	0				0	0	0			2						SFPFN/FA
		0	2	0	1	0	0	0		11	8	7		9	1		8	5		1		7	2	1		0	1		0	1	2		DCC
		2	1	0	3	0	1	2		14	9	12		1	3		13	7		0		7	0	0		1	2		0	1	2		DC1
		0	3	0	6	0	0	0		18	10	9		1	1		14	15		1		7	1	1		1	6		1	1	5		DC2
		0	0	1	0	0	0	0		2	2	5		0	0		4	0		0		4	0	0		2	4		0	1	5		DC3
		0	0	0	0	2	0	0		7	0	2		0	1		1	0		0		0	0	0		0	0		0	0	0		DCFN/FA
										2					0																		PMC
										0					0																		PM1
										0					4																		PM2
										0					0																		PM3
										0					0																		PMFN/FA
															0					0				0									MLC
															2					1				0									ML1
															0					0				1									ML2
															0					0				0									ML3
															0					0				0									MLFN/FA
											4			0	0							1				0							EAC
											3			1	1							3				1							EA1
	1				1						1				2							0				0							EAD2
	0				0						0				1							2				1							EAD3
	0				0						0				0							0				0							EADCN/CP
	1										1											2									2		EAS2
	0										0											0									0		EAS3
	0										0											0									0		EASCN/CP
	0		1		1	0			1	1	2		1	1	1		5	2		0	0	2				0	5			0	2		CEC
	1		0		4	1			0	1	3		0	2	2		6	2		3	2	11				2	3			1	3		CE1
	1				3					1				1				1				2				2	3				4		CEP2
	0				0					2				1				0				2				1	5				3		CEP3
	0				1					0				2				0				0				0	2				0		CEPCN/CP
	2					0									1		1									1	1						CES2
	1					1									1		0									2	0						CES3
	0					0									1		0									0	0						CESCN/CP
																	5	1			1	6				2	1				3		CET2
																	0	0			0	9				0	0				1		CET3
																	0	0			0	0				0	0				0		CETCN/CP

SHORE DUTY IN U.S. ALPHABETICALLY BY STATES



RATING	Alabama	Arizona	Arkansas	California					Colorado	Connecticut	Delaware	Greater Wash., D.C.	Florida				Georgia	Hawaii	Idaho	Illinois	Indiana	Iowa	Kansas	Kentucky	Louisiana	Maine	Maryland	Massachusetts	Michigan	Minnesota	Mississippi	Missouri	Montana
				San Francisco	Los Angeles	San Diego	Other, North	Other, South					Key West	Jacksonville	Pensacola	Other																	
CEW2				2	1		1	7		1		1	0				1	0		3			1		0		0	2	0		0		
CEW3				0	1		0	2		0		1	1				0	2		1			1		1		S	0	1		4		
CEWCN/CP				0	0		0	1		0		0	0				0	0		0			0		0		0	0	0		0		
EOC		0		2		7	1	28		0		4	1	3	1	1	2	4		3						1	1				2		
EO1		1		2		16	2	43		1		S	1	5	3	2	0	4		13						4	0				3		
EOH2		1		7		6	1	7		0	1	8	1	17	4		2	8		14						0	3	1			2		
EOH3		1		7		4	1	2		2	0	9	4	12	4		5	11		10						2	0	0			3		
EOHCN/CP		0		0		0	1	0		0	0	0	6	2	3		6	9		0						0	0	0			2		
EON2		1		7		15	3	9				1	2	4	3	2	1	2		13						3	0						
EON3		1		0		23	4	2				0	2	10	0	5	2	4		6						2	0						
EONCN/CP		0		0		6	3	0				0	4	0	0	0	3	0		0						6	1						
CMC		0		1	0	3	1	9			0	1		0		1	0	0		3			1	0	1	0	0	0	0	0	1		
CM1		1		3	1	4	2	20			1	4		1		0	2	3		2			1	1	1	1	2	2	1	1	3		
CMA2		2		2	1	4	1	9			0	3	1	3		1	0	3		2			1		1	1	3	2	1	1	1		
CMA3		1		1	1	2	3	5			1	1	1	2		0	1	3		B			0		1	0	0	1	1	1	1		
CMACN/CP		0		4	0	0	3	0			0	0	0	2		0	0	0		0			0		0	0	2	0	0	0	0		
CMH2						3	2	9						0			0	1		1						0					0		
CMH3						2	2	S						3			1	0		3						3					6		
CMHCN/CP						0	2	2						2			0	0		0						2					2		
BUC		1		5	3	5	0	19	1	1	1	2		0	0	1	2	1		10	1	0	3		0	0	4	S	4	1	2	1	
BU1		1		6	4	4	6	28	1	1	1	4		3	1	0	1	1		17	1	3	2		3	4	7	7	2	3	S	0	
BUL2		1		4	1	1	2	5		1	1	4	0	1	0		1	1		17			3		2	1	4	2	2	2	3		
BUL3		0		0	2	1	3	4		0	0	0	1	3	1		0	2		9			3		3	0	7	4	1	1	2		
BULCN/CP		0		0	0	0	2	0		0	0	11	0	1	0		0	0		1			0		0	0	10	0	0	0	0		
BUH2				1				S			0									3													
BUH3				0				4			1									1													
BUHCN/CP				1				0			0									0													
BUR2						2		2				0		0						1													
BUR3						0		2				1		1						4													
BURCN/CP						0		0				0		0						0													
SWC				1		0		9				1		2				1		2											1		
SW1				1		4		11				1		0				0		6											2		
SWE2				1				6										0		3						0					1		
SWE3				0				1										1		6						1					0		
SWECN/CP				0				0										0		0						0					0		
SWF2							2	3						1			0			8											1		
SWF3							1	4						0			1			3											0		
SWFCN/CP							0	0						0			0			0											0		
UTC				2	1		1	14		0	0	3		1	0	0	0	0		2			1		0	1	0	1	1	1	1		
UT1				1	1		1	18		1	1	7		1	1	1	1	2		2			1		1	1	1	2	1	1	2		
UTA2				5				1			0		1				1			0					1			0					
UTA3				0				1			1		0				0			3					1			1					
UTACN/CP				0				0			0		0				0			0					0			0					



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DUTY

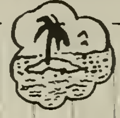
OVERSEAS LOCATIONS

(WHERE DUTY COUNTS AS SHORE DUTY)

																						Pacific		Americas		Atlantic			Europe				
Nebraska	Nevada	New Hampshire	New Jersey	New Mexico	New York	North Carolina	Ohio	Oklahoma	Oregon	Pennsylvania	Rhode Island	South Carolina	South Dakota	Tennessee	Texas	Utah	Virginia	Washington	West Virginia	Wisconsin	Wyoming	Japan	Other, Pacific	Panama	Others, Lat. America	Bermuda	Puerto Rico	British Isles	Germany	Italy	Spain	Other, Europe	RATING
	0				1	1			1	0	2			2	3		6	2			1	2				1	2			2	3		CEW2
	1				1	0			0	1	0			2	1		0	0			0	0				0	1			0	5		CEW3
	0				1	0			0	0	0			1	1		0	0			0	0				0	0			0	0		CEWCN/CP
	2				2				1		8	1		1	4		2	5				4				1	2			1	1		EOC
	6				2				0		12	4		5	9		9	3				7				2	3			1	1		EO1
	8				2	1			2	0	3	5		14	6			1				5				2	3			2	3	2	EOH2
	4				2	0			0	1	0	6		12	9			2				10				2	9			2	1	1	EOH3
	16				0	0			0	0	0	0		0	8			4				0				0	1			0	0	0	EOHCN/CP
	3										0			4	4		12					4				0	6			0			EON2
	4										3			2	8		11					1				2	8			3			EON3
	5										0			2	11		0					2				0	0			0			EONCN/CP
	1	1			0	0			0	0	9	0		2	2		1	1				4				0	3	0		1	1		CMC
	3	0			2	1			2	2	7	1		5	4		4	1				4				1	6	1		0	1		CM1
	11	1			2	0			0	1	4	1		4	5		4	2				6				0	9	0		2	3		CMA2
	2	0			2	1			1	2	1	0		6	3		1	2				3				1	3	2		5	6		CMA3
	4	0			0	0			0	0	2	0		0	1		0	0				0				0	0	1		0	0		CMACN/CP
	2		2								1	1			1							2				2	3						CMH2
	0		0								0	5			1							0				1	0						CMH3
	0		0								0	0			0							0				0	0						CMHCN/CP
2	1	2	1	0	2	0		2	0	1	7			2	8	0	7	2	1			7				0	0		2	1	1		BUC
0	3	1	2	1	7	1		0	1	4	7			1	7	2	6	7	1			6				1	4		0	0	2		BU1
		2	1	0	2	0			1	0	5			5	6	4		1				9				1	2			1	1		BUL2
		0	0	1	3	2			0	2	1			2	4	2		1				4				1	2			0	2		BUL3
		0	0	0	0	0			0	0	2			2	2	3		0				0				0	0			0	0		BULCN/CP
			6																												1		BUH2
			2																												1		BUH3
			0																												0		BUHCN/CP
		1									0			1								2				0					1		BUR2
		0									0			0								0				1					1		BUR3
		0									0			0								0				0					0		BURCN/CP
					0					2	3			1			0	0				2				0	0				0		SWC
					1					1	2			2			2	1				3				1	1				1		SW1
					1						4	0		0								1				1	0			0	0		SWE2
					0						0	2		1								0				1	1			1	1		SWE3
					0						0	0		0								0				0	0			0	0		SWECN/CP
											2			1	1		1									1	2						SWF2
											0			0	0		0									1	0						SWF3
											0			0	1		0									0	0						SWFCN/CP
		1			1	0			1	0	5			1	0		1	2			0	4				0	3			1	0		UTC
		1			3	1			0	2	5			2	2		3	2			1	14				1	5			0	5		UT1
						0				0					1		4	4				2				0	2	1			5		UTA2
						1				1					0		0	0				1				1	2	0			2		UTA3
						0				0					0		0	0				0				0	0	0			0		UTACN/CP

TABLE 7 OF 9

SHORE DUTY IN U.S. ALPHABETICALLY BY STATES



				California								Florida																				
RATING	Alabama	Arizona	Arkansas	San Francisco	Los Angeles	San Diego	Other, North	Other, South	Colorado	Connecticut	Delaware	Greater Wash., D.C.	Key West	Jacksonville	Pensacola	Other	Georgia	Hawaii	Idaho	Illinois	Indiana	Iowa	Kansas	Kentucky	Louisiana	Maine	Maryland	Massachusetts	Michigan	Minnesota	Mississippi	Missouri	Montana
UT82								1			0	1		0													0						
UT83								1			1	1		1													2						
UT8CN/CP								0			0	0		0													0						
UTP2		1		0	1		2	4		0		1	0	1	1		4			2			1		2		1	1	1	1			
UTP3		0		3	3		2	4		1		0	2	1	0		1			7			1		2		0	1	1	0			
UTPCN/CP		0		0	0		2	0		0		0	0	0	0		2			0			0		0		3	0	0	0			
UTW2					1			2			0	2			2													1	1		0		
UTW3					1			0			1	0			0													1	1		0		
UTWCN/CP					0			0			0	0			0													0	0		4		
ADRC	1	4		26	4	35	9	15	1			12	6	16	106	2	5	30		5		1	1		0	3	32	0	1	2	3	1	
ADR1	1	8		36	9	65	23	28	2			27	19	33	198	3	12	39		7		1	0		1	8	31	4	3	1	1	2	
ADR2	0	9		44	10	75	20	25	0			30	21	25	219	3	18	59		4		0	0		1	6	56	2	0	0	5	0	
ADR3	0	9		58	9	89	32	30	0			46	28	40	268	6	26	56		6		0	0		0	8	57	2	0	0	5	0	
ADRAN/AA	0	1		57	4	31	22	12	0			17	16	16	307	4	27	25		0		0	0		0	1	28	0	0	0	1	0	
ADJC	1	2		9	6	77	28	12	1			4	15	29	12	8	5	2		1	0	0	1			1	26	0	1	1	11	2	
ADJ1	0	5		12	19	155	60	24	0			6	35	68	21	18	11	13		5	1	1	0			3	60	3	1	0	29	1	
ADJ2	0	9		19	20	251	66	41	0			12	48	90	26	34	24	13		0	0	0	1			4	65	0	0	0	36	0	
ADJ3	0	8		28	25	282	85	49	0			12	54	117	39	36	35	15		2	0	0	0			3	75	2	0	0	48	0	
ADJAN/AA	0	1		20	21	183	76	39	0			7	24	55	26	19	37	11		0	0	0	0			5	67	0	0	0	38	0	
ATC	1	2	0	10	8	88	12	14	1			5	11	30	19	8	7	15		4	1	0	0	0	0	5	23	1	2	3	6	1	
AT1	0	2	2	23	20	166	39	32	1			13	36	56	57	24	18	33		3	0	2	1	1	1	6	82	3	2	3	18	2	
ATR2		2		1	6	89	13	30					26	35	5	14	16	19								8	23	0					
ATR3		4		4	5	63	24	23					26	33	3	19	20	18								4	19	1					
ATRAN/AA		2		8	2	34	17	2					6	13	5	3	6	3								5	7	0					
ATN2		4		14	10	108	32	27	1			20	18	47	71	16	17	30		1			0			4	53				18		
ATN3		5		26	14	108	51	31	0			11	25	65	92	15	12	38		1			1			7	55				21		
ATNAN/AA		2		10	0	40	35	3	0			5	7	19	91	2	13	14		0			0			4	21				15		
AXC						27						1	11	5	0	0		1								0	6						
AX1						63						0	31	14	0	1		4								3	12						
AX2						94						0	38	13	2	1		1								2	15						
AX3						52						0	40	15	0	0		1								5	29						
AXAN/AA						12						0	3	4	0	0		0								3	1						
AOC	0	1		4	7	32	20	9	1			0	5	31	2	3	3	6		2	0	0				2	11	3	2			0	
AO1	1	1		5	23	64	46	25	0			1	16	76	5	5	1	12		8	1	1				3	28	0	1			2	
AO2	0	2		7	18	86	57	31	0			1	21	74	4	12	2	21		0	0	0				4	23	0	0			0	
AO3	0	2		16	24	105	53	30	0			0	24	88	7	11	3	18		0	0	0				5	28	0	0			0	
AOAN/AA	0	0		24	22	61	49	23	0			0	17	33	15	4	4	21		0	0	0				11	20	0	0			0	
AOC		0		0	5	16	3	6				1	4	4	0	7	2	1		1							5					0	
AQ1		1		1	11	28	8	16				1	12	15	1	17	4	1		0							20					1	
AO82					4							1				18											7						
AQ83					2							0				22											3						
AO8AN/AA					3							0				3											3						
AOF2		1		2	7	39	9	22					17	17	3	2	4	0									14						
AOF3		3		3	7	39	13	29					22	23	3	2	8	1									7						
AOFAN/AA		3		0	9	39	7	5					6	7	4	0	7	0									4						
ACC		1		1	5	17	3	3	1			4	5	21	10	4	33	4		2			3		3	5	6	3	3	0	5		
AC1		0		9	6	33	16	9	0			5	10	28	17	4	50	9		2			4		1	7	11	2	1	1	6		

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DUTY

OVERSEAS LOCATIONS
(WHERE DUTY COUNTS AS SHORE DUTY)

Nebraska	Nevada	New Hampshire	New Jersey	New Mexico	New York	North Carolina	Ohio	Oklahoma	Oregon	Pennsylvania	Rhode Island	South Carolina	South Dakota	Tennessee	Texas	Utah	Virginia	Washington	West Virginia	Wisconsin	Wyoming	Pacific Japan	Other, Pacific	Americas Panama	Others, Lat. America	Atlantic Bermuda	Puerto Rico	British Isles	Europe Germany	Italy	Spain	Other, Europe	RATING
						0																0					1						UT82
						1																1					0						UT83
						0																0					0						UT8CN/CP
		1			3				0	2	1			1	1		2	1				4					2			1	4		UTP2
		0			1				1	0	0			0	4		0	2				1					3			1	2		UTP3
		0			0				0	0	0			2	1		0	0				0					0			0	0		UTPCN/CP
														1				1				4				1	2				0		UTW2
														1				0				1				3	0				1		UTW3
														0				0				0				0	0				0		UTWCN/CP
1	0		9	1	4	0	3	0		7	7	1		43	49		18	6		0		9	1	0	5	0	3	2		8	7	2	ADRC
3	2		9	5	9	1	7	1		11	15	1		71	87		26	12		1		13	0	1	0	2	6	4		16	21	1	ADR1
2	2		10	3	0	0	1	0		15	23	0		18	92		32	10		0		15	0	0	0	0	12	5		15	33	0	ADR2
0	6		8	2	0	0	1	0		14	18	0		7	108		41	10		0		21	0	1	0	1	6	8		19	38	0	ADR3
0	2		5	4	1	0	0	0		4	27	0		17	76		22	6		0		6	0	0	0	0	5	5		3	12	0	ADRAN/AA
0	0		8	3	1		1		0	5	4			61	46		27	16				6				0	1			4	3		ADJC
1	3		14	7	2		0		1	6	5			105	90		54	31				23				2	2			10	16		ADJ1
0	1		13	9	0		0		0	8	9			9	106		66	36				24				1	1			10	25		ADJ2
0	2		12	8	1		0		0	17	20			8	123		77	39				30				0	3			17	30		ADJ3
0	2		3	5	0		0		0	3	33			12	137		41	34				18				0	6			8	11		ADJAN/AA
0	1		3	1	4		1	1	0	4	3			186	29		44	23		1		7	0		5	1	3	1		3	12	0	ATC
2	3		10	4	4		2	1	1	14	8			277	64		102	39		0		16	1		0	3	5	2		10	32	1	AT1
	2		0	0						1	3			36	6		41	19				12				1	1	1		2	21		ATR2
	0		1	1						2	3			4	6		26	19				12				1	5	1		1	35		ATR3
	0		0	2						0	0			5	4		9	13				0				0	0	1		0	16		ATRAN/AA
1	2		8	7						7	8	2		51	67		45	24				22		1		2	5	2		11	30	1	ATN2
0	5		12	7						11	10	0		11	87		45	18				27		0		2	5	4		15	38	0	ATN3
0	4		0	1						1	3	0		5	63		10	16				3		0		0	6	1		3	8	0	ATNAN/AA
										2	0			36			14	3				0				1	0				0		AXC
										2	1			58			19	5				0				2	1				0		AX1
										2	3			28			14	8				1				2	1				1		AX2
										2	3			4			4	3				0				2	0				1		AX3
										0	2			0			0	0				0				0	0				0		AXAN/AA
	2		1	1	1		2		0	1	3	0		22	12	0	17	18				4				2	6	1		1	1		AOC
	11		2	2	3		1		1	2	7	1		38	20	1	28	24				13				4	5	0		0	3		AO1
	5		2	3	0		0		0	1	14	0		1	37	0	39	31				11				5	14	1		1	3		AO2
	8		4	5	0		0		0	3	11	0		0	28	1	45	23				17				4	12	0		1	4		AO3
	8		0	3	0		0		0	2	16	0		0	29	0	29	21				3				0	7	0		2	0		AOAN/AA
				0	1	0				1				73	7		9	13				4					0				1		AQC
				2	2	1				2				108	6		27	42				6					2				2		AQ1
														12			20	40				3									3		AQ82
														1			24	31				0									5		AO83
														2			8	28				0									0		AO8AN/AA
	2			2										14	10		18	2				6					2				1		AQF2
	2			1										0	12		17	1				10					1				0		AOF3
	0			0										2	4		4	2				0					2				0		AOFAN/AA
	2		4	1	3				0	4	10			4	19		12	8				4					4			4	4		ACC
	5		6	1	2				0	3	8			6	33		24	19				11					5			6	8		AC1

SHORE DUTY IN U.S. ALPHABETICALLY BY STATES

RATING	Alabama	Arizona	Arkansas	California					Colorado	Connecticut	Delaware	Greater Wash., D.C.	Florida				Georgia	Hawaii	Idaho	Illinois	Indiana	Iowa	Kansas	Kentucky	Louisiana	Maine	Maryland	Massachusetts	Michigan	Minnesota	Mississippi	Missouri	Montana
				San Francisco	Los Angeles	San Diego	Other, North	Other, South					Key West	Jacksonville	Pensacola	Other																	
AC2		2		12	7	37	15	11	0			4	11	41	31	8	14	13		4			2		2	11	15	3	2	0	8		
AC3		4		23	10	65	26	19	0			4	16	38	40	16	17	12		7			3		3	15	12	4	3	0	8		
ACAN/AA		0		0	0	12	7	2	0			4	3	19	21	0	8	0		0			0		0	4	4	0	0	0	13		
A8EC				0	0	17	3	0	0				2	0	1	0	0	0		16			0		1		3	0			0		
A8E1				1	1	7	4	1	1				0	2	5	1	2	0		35			1		0		7	1			1		
A8E2				1	1	2	7	0	0				0	5	7	3	2	0		1			1		1		8	0			0		
A8E3				0	0	7	10	0	0				2	3	12	4	2	4		1			1		0		8	0			0		
A8EAN/AA				4	0	0	5	0	0				8	0	7	0	0	0		0			0		0		0	0			0		
A8FC		0		1	2	6	1	1						1	1	1	3	0		1			1		1	0	2	1	0	1	1	0	
A8F1		0		3	1	11	1	1						5	2	1	5	2		4			1		2	0	2	2	3	3	0	1	
A8F2		1		4	3	23	7	0						7	4	0	5	6		1			0		2	1	6	2	2	2	0	0	
A8F3		2		8	1	7	9	0						11	3	13	7	4		0			0		4	3	4	2	3	4	0	0	
A8FAN/AA		0		14	0	0	0	0						2	0	0	0	0		0			0		0	0	0	0	0	0	0	0	
A8HC		0		4	4	25	3	4	0			3	1	3	7	1	1	2		6		1	1	0	1	3	6	2	1	1	2		
A8H1		0		2	9	42	6	9	1			5	10	10	20	0	3	13		5		0	3	1	4	0	7	3	6	4	8		
A8H2		0		12	8	38	15	14	0			5	6	21	30	0	4	3		3		0	3	0	4	3	13	4	5	2	4		
A8H3		2		6	12	45	14	9	0			8	17	19	34	0	4	7		4		0	3	0	5	1	3	5	6	2	5		
A8HAN/AA		0		20	0	22	1	6	0			0	5	6	11	0	2	0		0		0	0	0	0	0	0	0	0	0	4		
AEC	0	1	0	9	4	54	14	6	1			1	10	66	18	5	3	10		2	1		0	1	0	1	26	0		0	6	0	
AE1	1	3	1	14	13	146	34	21	1			11	28	95	57	16	21	18		5	1		0	1	1	5	57	1		1	14	2	
AE2	0	5	0	18	19	194	45	36	0			15	42	78	90	24	23	26		0	0		1	0	0	4	76	0		0	23	0	
AE3	0	9	0	30	19	203	46	39	0			22	50	91	115	35	23	31		0	0		0	0	0	6	73	0		0	32	0	
AEAN/AA	0	2	0	23	19	117	50	3	0			10	22	32	97	6	20	20		0	0		0	0	0	6	42	0		0	33	0	
AM5C	1	1		5	5	45	17	4	0			2	6	17	25	5	2	9		4	0		0	2	0	2	18	2	1	1	9	1	
AM51	0	3		13	9	102	35	19	1			12	17	39	95	15	14	14		0	1		0	1	1	5	38	1	0	1	22	3	
AM52	0	4		21	10	148	51	21	0			11	33	50	117	21	14	23		0	0		1	0	0	5	40	0	0	0	22	0	
AM53	0	7		22	10	178	61	27	0			27	32	54	150	26	24	29		0	0		0	0	0	6	47	1	0	0	40	0	
AM5AN/AA	0	2		13	9	101	61	22	0			15	11	23	139	7	20	19		0	0		0	0	0	5	47	0	0	0	34	0	
AMHC	1	0	0	4	1	40	14	7	0			1	8	11	21	4	3	6		2						0	11	2	3	0	7		
AMH1	0	2	1	11	12	71	27	10	2			4	22	27	59	13	12	13		1						1	31	1	2	1	14		
AMH2	0	3	0	17	7	103	40	20	0			7	29	38	77	19	11	13		0						2	37	0	0	0	19		
AMH3	0	3	0	25	9	142	43	24	0			11	32	49	110	27	22	16		0						3	39	0	0	0	36		
AMHAN/AA	0	1	0	4	3	84	42	16	0			4	5	21	54	7	9	16		0						5	29	0	0	0	30		
AMEC		0		0	0	14	5	1				0	2	5	2	1	1	0		1			0			0	6	1			3	1	
AME1		1		4	4	28	23	7				1	7	16	11	6	3	3		3			0			1	11	0			14	0	
AME2		2		5	6	51	25	14				8	13	23	22	11	7	4		0			0			3	12	0			12	0	
AME3		3		10	5	60	40	16				0	14	28	34	20	9	4		0			1			2	23	0			18	0	
AMEAN/AA		0		0	3	47	33	2				3	3	6	23	6	4	3		0			0			1	14	0			30	0	
PRC	1	0		2	2	16	5	4				1	4	6	9	2	1	4		0						1	3			0	2	1	
PR1	0	2		4	6	38	8	9				3	7	10	26	3	4	5		1						3	9			1	3	0	
PR2	0	2		3	4	45	14	16				4	11	24	35	6	4	5		1						4	14			0	5	0	
PR3	0	1		11	6	61	14	19				4	10	19	40	9	5	8		0						2	19			0	7	0	
PRAN/AA	0	0		8	0	42	10	3				3	3	2	12	1	5	2		0						3	3			0	11	0	
AGC		1		7	1	9	5	4				6	2	6	5	1	2	8		1	0					1	11				1		
AG1		0		10	5	14	10	8				10	3	12	9	2	5	13		1	1					3	12				2		
AG2		1		16	2	18	10	19				19	7	15	12	4	2	25		1	0					4	12				3		
AG3		0		22	3	22	20	10				22	13	21	11	6	3	32		1	0					7	12				4		
AGAN/AA		0		0	2	1	0	0				3	0	5	15	0	5	0		0	0					0	0				3		
TDC				3	0	30	5	1		5		2	0	0	7	0	5	10		1		1					2				1		
TD1				3	1	52	7	1		12		2	1	6	13	1	17	20		1		0					2				1		

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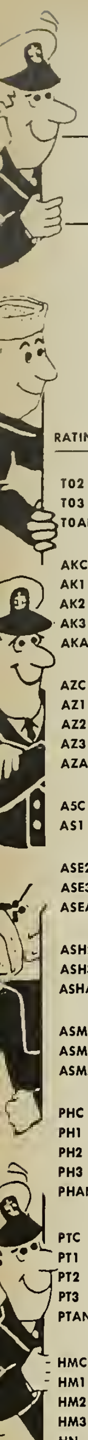
DUTY

																						OVERSEAS LOCATIONS (WHERE DUTY COUNTS AS SHORE DUTY)											
																						Pacific		Americas		Atlantic			Europe				
Nebraska	Nevada	New Hampshire	New Jersey	New Mexico	New York	North Carolina	Ohio	Oklahoma	Oregon	Pennsylvania	Rhode Island	South Carolina	South Dakota	Tennessee	Texas	Utah	Virginia	Washington	West Virginia	Wisconsin	Wyoming	Japan	Other, Pacific	Panama	Others, Lat. America	Bermuda	Puerto Rico	British Isles	Germany	Italy	Spain	Other, Europe	RATING
	6		7	0	3				0	5	11			7	43		32	21				17					10			8	13		AC2
	9		13	1	5				1	9	18			9	55		40	21				18					13			11	12		AC3
	0		3	0	0				1	0	8			5	19		20	6				0					3			0	0		ACAN/AA
	0		13		2					4	1	1		0	0		2	1				1					0				0		A8EC
	0		25		2					9	0	1		1	1		1	1				0					1				0		A8E1
	1		15		1					8	0	0		1	1		2	2				4					2				0		A8E2
	0		6		0					11	0	0		0	0		0	6				0					2				4		A8E3
	0		4		0					0	0	0		0	0		0	0				0					0				0		A8EAN/AA
	1		5		1		1			2	0	1		1	1		4	1				0					1			0	1		A8FC
	2		9		2		0			0	1	1		1	4		7	5				3					2			0	2		A8F1
	2		4		2		0			3	0	0		1	4		7	8				2					3			1	3		A8F2
	0		1		0		0			0	0	0		0	3		10	3				5					8			0	2		A8F3
	0		2		0		0			0	0	0		0	3		0	0				0					0			0	5		A8FAN/AA
	1		4		3					2	4			4	7		13	8		1		3					2	0		5	5		A8HC
	3		13		6					4	2			4	14		22	11		0		5					4	0		4	8		A8H1
	2		5		6					6	5			3	13		20	11		0		7					6	1		8	12		A8H2
	3		8		7					8	16			6	12		32	11		0		5					10	0		8	14		A8H3
	0		0		0					0	3			0	4		0	0		0		0					0	0		0	0		A8HAN/AA
1	1		4	1	1		4	1	1	3	2	0		56	22		16	10		0		5		0		0	2	1		3	5	0	AEC
2	1		8	4	5		1	0	1	8	8	1		102	72		43	29		1		16		0		2	5	1		7	12	0	AE1
1	2		9	5	2		0	0	0	7	12	0		10	84		58	29		0		20		1		1	6	3		13	21	0	AE2
0	3		7	7	1		0	0	0	5	18	0		7	129		55	28		0		23		0		0	7	2		14	26	1	AE3
0	3		2	3	0		0	0	0	2	9	0		2	104		24	21		0		6		0		0	11	3		1	8	0	AEAN/AA
1	2		3	1	2	0		0	0	3	5			34	39		13	7		0		8		0		0	3	1		5	6		AM5C
3	1		8	4	3	1		1	1	6	8			69	71		30	20		1		13		0		2	2	2		10	12		AM51
0	1		11	4	0	0		0	0	4	8			10	90		39	27		0		15		1		3	4	1		12	12		AM52
0	1		7	6	0	0		0	0	5	13			10	115		58	25		0		19		0		0	6	1		15	22		AM53
0	0		2	4	0	0		0	0	0	12			12	76		20	24		0		7		0		0	7	1		3	8		AM5AN/AA
	1		2	0	1	0	1			3	0	1		39	31		12	7				3				1	1	0		1	2	0	AMHC
	1		7	2	1	1	0			2	4	0		64	80		30	20				10				1	4	1		7	12	0	AMH1
	0		8	5	0	0	0			4	7	0		12	88		44	23				20				3	4	2		5	18	0	AMH2
	1		6	5	1	0	0			3	15	0		5	105		41	24				18				0	3	1		5	16	1	AMH3
	0		2	0	0	0	0			2	8	0		3	74		16	22				7				0	5	1		3	8	0	AMHAN/AA
1	0		1	0	0				0	0	0			22	7		5	1		0		0				0	0	0		0	0		AMEC
0	1		1	1	3				1	3	1			45	25		10	6		1		4				1	1	0		2	3		AME1
0	2		2	2	0				0	3	1			4	32		20	10		0		5				1	2	1		2	4		AME2
0	1		3	2	0				0	1	2			2	39		25	7		0		7				0	2	1		3	4		AME3
0	0		0	5	0				0	0	3			3	41		7	11		0		0				0	0	1		0	1		AMEAN/AA
	0		11	1	0					2	1	0		1	8		7	4				2				0	1	0		1	2		PRC
	1		26	1	1					2	1	1		2	23		9	8				3				1	1	0		1	2		PR1
	0		4	2	0					3	3	1		1	21		21	15				3				0	1	1		3	5		PR2
	2		3	1	0					3	3	0		1	31		16	7				7				0	2	1		1	6		PR3
	0		2	0	0					0	4	0		2	10		2	5				2				0	4	0		1	1		PRAN/AA
	1		18	1	1	1				2	3			2	6		7	3				9				2	2	2	1	2	7		AGC
	2		21	1	0	1				0	5			3	13		18	4				15				3	4	3	1	2	11		AG1
	2		5	0	0	1				1	9			3	11		26	6				21				1	5	8	2	2	16		AG2
	5		8	0	0	2				1	10			3	9		45	9				25				2	7	10	1	2	30		AG3
	0		1	0	0	0				0	0			2	10		7	1				0				0	4	0	0	0	0		AGAN/AA
			0							1	4	3		19	8		40	4												0	0		TDC
			0							1	8	10		25	27		78	16												0	0		TD1

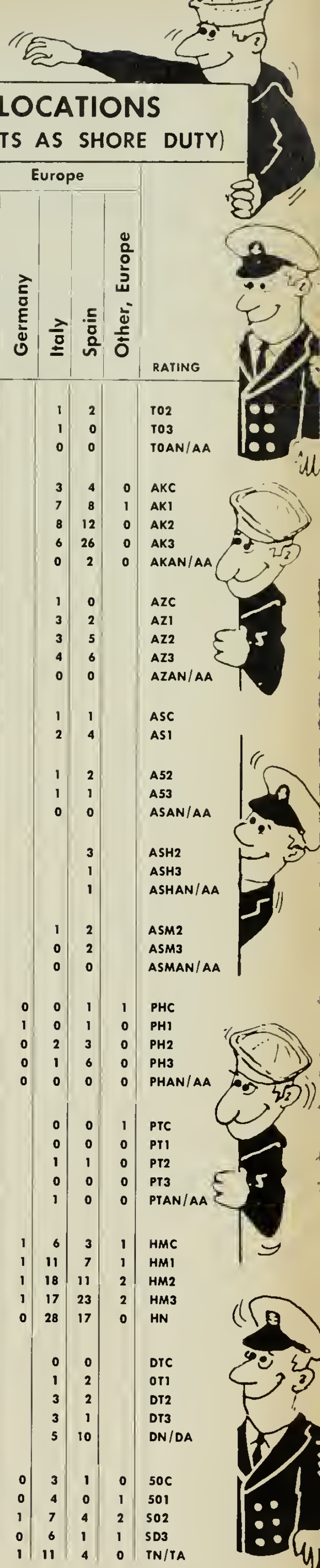


SHORE DUTY IN U.S. ALPHABETICALLY BY STATES

				California									Florida																			
RATING	Alabama	Arizona	Arkansas	San Francisco	Los Angeles	San Diego	Other, North	Other, South	Colorado	Connecticut	Delaware	Greater Wash., D.C.	Key West	Jacksonville	Pensacola	Other	Georgia	Hawaii	Idaho	Illinois	Indiana	Iowa	Kansas	Kentucky	Louisiana	Maine	Maryland	Massachusetts	Michigan	Minnesota	Mississippi	Missouri	Montana
T02				1	0	63	14	2		3		5	0	8	21	1	20	18		1		0					3				4		
T03				1	0	72	12	1		4		4	0	7	29	0	25	11		0		0					5				6		
TOAN/AA				0	0	49	11	3		7		1	0	3	17	0	16	16		0		0					0				7		
AKC		2		9	6	24	5	4				2	5	9	16	4	3	8		1					1	4	7			0	5	0	
AK1		3		10	9	57	17	11				5	11	23	24	6	6	13		2					0	5	15			1	6	2	
AK2		8		28	18	81	21	14				9	19	43	41	11	14	15		0					0	9	32			0	9	0	
AK3		6		33	16	93	28	15				8	21	39	46	18	7	29		0					0	8	42			0	9	0	
AKAN/AA		2		16	4	25	18	5				2	7	13	57	7	2	13		0					0	10	1			0	9	0	
AZC		0		6	0	9	4	3				4		9	12	2	1	1		0						3	5				4		
AZ1		1		12	1	29	14	6				2		17	36	3	3	6		0						2	15				4		
AZ2		0		13	0	33	14	7				3		18	43	5	5	6		1						1	19				7		
AZ3		0		16	1	44	20	10				4		19	48	7	5	12		0						4	18				5		
AZAN/AA		0		9	1	29	9	6				2		7	38	0	8	7		0						0	3				10		
ASC				1	1	5	2	0					1	3	4	1	2	1		2			1		1	1	2	1	1	1	1		
AS1				4	0	13	10	5					4	11	6	6	2	6		0			0		0	4	7	0	0	0	1		
ASE2				1	1	4	3	2					2	4	4	2	1	2		0					1	1	0	1			1		
ASE3				2	0	7	3	3					0	1	5	2	2	1		1					0	0	6	0			1		
ASEAN/AA				0	0	2	0	3					4	1	1	3	1	0		0					0	0	0	0			0		
ASH2				0		15	5	4					2	4	6	4	1	3		1						0	1				1		
ASH3				2		16	3	4					1	6	8	2	3	1		0						0	2				1		
ASHAN/AA				0		12	2	5					1	10	1	0	2	4		0						6	0				0		
ASM2				1	1	12	5	2					1	6	6	2	2	3					1			2	5	1		1	1		
ASM3				3	0	12	4	1					0	5	7	3	2	0					0			1	5	0		0	2		
ASMAN/AA				13	0	7	3	2					5	5	5	0	3	0					0			2	5	0		0	3		
PHC		0		0	2	12	2	5		1		26	2	2	22	6	1	6		1	0				0	1	6	3		1	1	0	
PH1		1		5	3	21	3	20		2		72	6	5	40	14	2	13		3	2				0	1	10	0		0	1	1	
PH2		1		5	5	19	5	33		1		109	11	5	21	13	1	33		3	1				1	1	14	0		0	1	0	
PH3		1		9	2	31	7	34		1		135	13	5	20	25	1	33		3	0				0	0	27	1		0	2	0	
PHAN/AA		0		0	0	9	2	10		0		0	1	3	12	6	2	2		4	0				0	4	2	0		0	2	0	
PTC				1	0	0			2			16	0	3	0	1	0	2		0			0		0	0		0	0	0			
PT1				2	1	0			3			14	0	6	1	8	0	11		1			0		0	2		0	1	0			
PT2				1	0	1			1			19	2	8	0	4	1	13		0			1		1	0		1	0	1			
PT3				1	0	5			3			17	1	4	0	4	0	11		0			0		0	0		0	0	0			
PTAN/AA				0	0	0			0			0	0	2	0	0	0	1		0			0		0	0		0	0	0			
HMC	1	2	2	80	25	105	7	31	2	24	1	125	7	16	23	2	25	20	2	53	7	5	1	3	31	4	32	15	9	3	1	44	2
HM1	5	6	1	129	58	187	18	78	0	21	1	177	23	51	42	17	25	73	2	110	3	3	3	3	13	8	41	35	8	3	7	21	0
HM2	2	6	0	133	81	226	19	113	1	25	0	185	29	56	71	12	11	75	4	97	3	0	0	1	3	7	57	50	5	4	7	3	0
HM3	0	6	0	146	86	272	33	176	2	21	0	200	42	76	101	6	13	60	0	159	3	0	2	1	2	9	85	100	3	9	6	1	0
HN	0	10	0	307	113	607	37	313	0	45	0	243	66	185	161	2	20	58	0	336	2	0	1	0	3	11	114	141	0	3	8	0	0
DTC		0		6	4	21	2	7		3		15	1	2	3	0	1	7		10			0		1	0	2	1		0	1		
DT1		2		12	8	43	3	12		3		23	3	8	8	1	2	9		14			0		1	1	10	4		0	1		
0T2		1		18	12	56	2	17		7		26	4	9	7	2	4	14		19			1		2	2	15	5		1	2		
0T3		0		16	11	70	4	27		6		42	5	12	14	2	3	21		30			0		1	2	17	6		0	1		
DN/DA		3		28	23	124	7	63		8		50	6	15	17	3	1	14		75			1		1	3	20	9		1	0		
S0C		0		7	2	26	2	2		2	0	41	1	5	15	1	4	13		3	0		0		2	1	13	2	0	1	2		
SD1		0		23	8	44	6	5		3	0	39	9	8	28	2	7	24		7	1		1		1	2	21	4	3	1	4		
S02		1		20	8	46	12	15		2	1	49	19	16	52	4	14	35		6	2		2		1	1	28	4	2	0	8		
SD3		0		25	11	62	15	12		3	0	31	26	22	64	5	17	44		10	2		0		2	0	39	4	5	0	8		
TN/TA		1		64	17	155	53	25		38	1	53	36	41	211	3	79	97		57	3		2		7	3	323	14	6	7	34		

Prepared by ALL HANDS Magazine

DUTY



																						OVERSEAS LOCATIONS (WHERE DUTY COUNTS AS SHORE DUTY)											
																						Pacific		Americas		Atlantic			Europe				
Nebraska	Nevada	New Hampshire	New Jersey	New Mexico	New York	North Carolina	Ohio	Oklahoma	Oregon	Pennsylvania	Rhode Island	South Carolina	South Dakota	Tennessee	Texas	Utah	Virginia	Washington	West Virginia	Wisconsin	Wyoming	Japan	Other, Pacific	Panama	Others, Lat. America	Bermuda	Puerto Rico	British Isles	Germany	Italy	Spain	Other, Europe	RATING
			1							2	9	13		11	39		105	18												1	2		T02
			1							3	14	3		10	53		165	18												1	0		T03
			0							0	11	1		2	39		21	6												0	0		TOAN/AA
	1		7	0	2	2		1	0	6	6	4		18	17	1	27	10				8				1	4	0		3	4	0	AKC
	4		8	0	2	5		0	1	4	9	7		22	33	1	46	13				16				3	5	1		7	8	1	AK1
	0		10	3	0	8		0	0	8	13	13		30	36	0	59	16				18				3	7	1		8	12	0	AK2
	5		14	4	0	9		0	0	11	14	4		17	47	0	68	20				22				4	10	2		6	26	0	AK3
	0		5	3	0	0		0	0	0	14	2		27	42	0	12	6				0				0	6	0		0	2	0	AKAN/AA
	0		1	1						0	2			23	7		14	4				3				0	3	0		1	0		AZC
	0		3	0						2	4			23	13		20	7				4				1	4	0		3	2		AZ1
	0		6	1						3	4			3	24		18	7				6				0	3	1		3	5		AZ2
	0		1	2						2	6			1	19		32	10				8				0	4	1		4	6		AZ3
	1		1	0						1	7			6	65		15	12				1				0	0	0		0	0		AZAN/AA
	0		1		1					1				42	4		3	4				1				1				1	1		ASC
	4		4		0					1				22	5		15	8				0				4				2	4		AS1
	1		2		1									1	2		3	1				0				3		0		1	2		A52
	1		2		0									2	4		2	2				2				1		0		1	1		A53
	1		0		0									2	0		0	0				0				0		1		0	0		ASAN/AA
	2		4											2	4		6	6				0				1	0				3		ASH2
	3		4											1	4		10	5				4				0	1				1		ASH3
	1		0											5	6		9	4				0				0	0				1		ASHAN/AA
	1		3		1					0				2	9		11	3				2				1		1		1	2		ASM2
	1		1		0					2				1	7		13	2				4				2		0		0	2		ASM3
	0		0		0					5				2	12		6	0				0				1		0		0	0		ASMAN/AA
	0		1	0	0					1	1	0		2	3		7	1				2		0		1	0	1	0	0	1	1	PHC
	1		1	1	3					6	3	1		2	3		20	6				6		1		1	3	0	1	0	1	0	PH1
	2		2	2	0					5	2	2		2	5		28	4				4		0		1	2	3	0	2	3	0	PH2
	1		1	2	2					5	4	0		3	7		27	1				3		0		1	1	2	0	1	6	0	PH3
	0		0	2	0					0	1	0		3	8		4	0				1		0		0	0	0	0	0	0	0	PHAN/AA
			0		0					0				0	0		5	1		0										0	0	1	PTC
			0		1					0				0	0		14	2		1										0	0	0	PT1
			1		0					1				1	1		16	3		0										1	1	0	PT2
			0		0					0				0	0		9	2		0										0	0	0	PT3
			0		0					0				0	0		0	0		0										1	0	0	PTAN/AA
2	2	4	10	2	61	30	9	5	4	77	18	32	0	19	22	0	98	24	2	3	0	21	0	4	2	1	5	2	1	6	3	1	HMC
1	5	14	10	4	73	57	9	2	1	83	36	54	1	21	38	1	161	43	1	4	1	46	1	3	0	3	11	4	1	11	7	1	HM1
2	2	17	12	1	54	63	6	2	1	92	54	80	1	34	48	1	227	51	1	2	1	55	1	5	0	3	16	4	1	18	11	2	HM2
0	10	34	9	1	126	98	4	1	0	134	61	111	0	73	49	0	295	64	0	2	0	110	1	1	0	8	16	4	1	17	23	2	HM3
0	4	58	8	0	160	195	0	0	0	315	151	302	0	98	101	0	468	99	0	0	0	182	0	2	0	0	18	0	0	28	17	0	HN
	0	1	1	0	4	3				4	4	6		2	3		12	1				4	1	0		0	0	0		0	0		DTC
	2	3	2	0	3	5				4	5	10		6	5		24	5				9	1	1		2	3	0		1	2		OT1
	1	1	2	1	2	10				8	16	17		6	4		36	6				8	0	1		0	6	2		3	2		DT2
	4	2	2	0	5	11				12	13	22		7	6		48	8				6	1	1		0	3	1		3	1		DT3
	2	0	1	0	8	13				11	30	36		17	8		83	9				6	0	1		1	9	1		5	10		DN/DA
0	1	1	0	1	4	0	1		0	4	5	3		2	4		21	2				1	0	1		0	3	2	0	3	1	0	50C
2	1	0	2	2	3	0	0		0	6	12	4		4	15		41	7				3	1	1		2	5	3	0	4	0	1	501
1	5	1	2	2	5	2	1		1	7	17	13		7	18		70	8				4	1	3		2	10	1	1	7	4	2	S02
3	2	2	3	4	13	0	2		0	3	24	7		5	24		69	11				5	0	3		2	12	3	0	6	1	1	SD3
1	14	5	7	6	33	1	0		1	20	77	22		18	75		178	30				3	0	5		5	24	3	1	11	4	0	TN/TA

Preferred Sea Activities Considered Neutral Time for Rotation

Pacific Fleet

Subpac

Commander, Submarine Force, U.S. Pacific Fleet (PrlHbr)
Commander, Submarine Flotilla 1 (SDgo)
Commander, Submarine Squadron 1 (PrlHbr)
Commander, Submarine Division 11 (PrlHbr)
Commander, Submarine Division 12 (PrlHbr)
Commander, Submarine Division 13 (PrlHbr)
Commander, Submarine Squadron 3 (SDgo)
Commander, Submarine Division 31 (SDgo)
Commander, Submarine Division 32 (SDgo)
Commander, Submarine Division 33 (SDgo)
Commander, Submarine Squadron 5 (SDgo)
Commander, Submarine Division 51 (SDgo)
Commander, Submarine Division 52 (SDgo)
Commander, Submarine Division 53 (SDgo)
Commander, Submarine Squadron 7 (PrlHbr)
Commander, Submarine Division 71 (PrlHbr)
Commander, Submarine Division 72 (PrlHbr)
Commander, Submarine Division 73 (PrlHbr)
Commander, Submarine Squadron 15 Representative (PrlHbr)
USS *Sperry* (AS 12) (SDgo)
USS *Nereus* (AS 17) (SDgo)

Crudespac

Commander Reserve Destroyer Squadron 27 (SFran)
Commander, Destroyer Flotilla 5 (PrlHbr)
USS *Norton Sound* (AVM 1) (LBeach)

Phibpac

Naval Beach Group ONE (SDgo)
Commander, Tactical Air Control Group ONE (SDgo)
Amphibious Operational Training Unit, Pacific (SDgo)
Landing Force Training Unit (SDgo)
Assault Craft Squadron ONE (SDgo)

Minpac

Commander, Mine Squadron 7 (LBeach)
Commander, Mine Squadron 9 (LBeach)
USS *Cape* (MSI 2) (LBeach)
USS *Cove* (MSI 1) (LBeach)

Miscellaneous—Pacific

Commander, FIRST Fleet (SDgo)
**Fleet Training Group (SDgo)
**Fleet Training Group (PrlHbr)
**Missile Training Unit, Pacific (SDgo)
Pacific Missile Range Facility, Hawaiian Area
Fleet Composite Squadron THREE, Det A, (SDgo)
USS *Targeteer* (YV 3) (SDgo)
USS *McGinty* (DE 365) (Seattle)
USS *Walton* (DE 361) (SFran)
USS *Cockrell* (DE 366) (SFran)
USS *Marsh* (DE 699) (LBeach)
USS *Vammen* (DE 644) (LBeach)
USS *Whitehurst* (DE 634) (Seattle)
USS *Charles Brannon* (DE 446) (Seattle)
USS *Cormorant* (MSC 122) (LBeach)
USS *Thrasher* (MSC 203) (SFran)
USS *Ruff* (MSCO 54) (Seattle)

Atlantic Fleet

Sublant

Commander, Submarine Force, U.S. Atlantic Fleet (Nor Va)
Commander, Submarine Flotilla TWO (NLndn)
Commander, Submarine Flotilla SIX (Chas SC)
Commander, Submarine Development Group TWO (NLndn)
Commander, Submarine Squadron 2 (NLndn)
Commander, Submarine Squadron 8 (NLndn)
Commander, Submarine Squadron 10 (NLndn)
Commander, Submarine Squadron 18 (Chas SC)
Commander, Submarine Division 21 (NLndn)
Commander, Submarine Division 22 (NLndn)
Commander, Submarine Division 81 (NLndn)
Commander, Submarine Division 82 (NLndn)
Commander, Submarine Division 101 (NLndn)
Commander, Submarine Division 102 (NLndn)
Commander, Submarine Squadron 6 (Nor Va)
Commander, Submarine Division 61 (Nor Va)
Commander, Submarine Division 62 (Nor Va)
Commander, Submarine Division 63 (Nor Va)
Commander, Submarine Squadron 4 (Chas SC)
Commander, Submarine Division 41 (Chas SC)
Commander, Submarine Division 42 (Chas SC)
Commander, Submarine Squadron 12 (KWest)
Commander, Submarine Division 121 (KWest)
Commander, Submarine Division 122 (KWest)
USS *Fulton* (AS 11) (NLndn)
USS *Orion* (AS 18) (Nor Va)
USS *Howard W. Gilmore* (AS 16) (Chas SC)
USS *Hunley* (AS 31) (Chas SC)
USS *Holland* (AS 32) (Chas SC)
USS *Bushnell* (AS 15) (KWest)
ARDM 2 (Chas SC)

Crudeslant

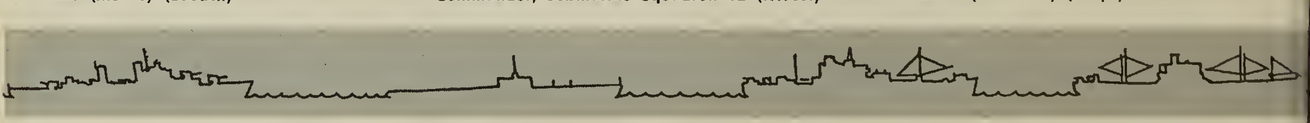
Commander, Destroyer Development Group TWO (Nwpt)
Commander, Destroyer Division 601 (KWest)
Commander, Reserve Destroyer Squadron 30 (YN billets only) (Phil)
Commander, Reserve Destroyer Squadron 34 (YN billets only) (Chas SC)
Commander, Cruiser-Destroyer Flotilla 4 (Nor Va)
USS *Arcadia* (AD 23) (Nwpt)
USS *Everglades* (AD 24) (Chas SC)
USS *Yellowstone* (AD 27) (Jksvle)
USS *Yosemite* (AD 19) (Nwpt)
USS *Sierra* (AD 18) (Nor Va)
USS *Tweedy* (DE 532) (NOrleans)
USS *Howard D. Crow* (DE 252) (NOrleans)
USS *Parle* (DE 708) (Chicago)
USS *Coates* (DE 685) (New Haven)
USS *Tills* (DE 748) (Brunswick Me)
USS *DeLong* (DE 684) (New York)
USS *Albert T. Harris* (DE 447) (New York)
USS *Thaddeus Parker* (DE 369) (Phil)
USS *Snowden* (DE 246) (Phil)
USS *J. Douglas Blackwood* (DE 219) (Phil)
USS *Darby* (DE 218) (NOrleans)
USS *Roberts* (DE 749) (Wash D.C.)
USS *Loeser* (DE 680) (Wash D.C.)

Phiblant

Amphibious Maintenance Support Unit (NorVa)

Minlant

USS *Reedbird* (MSCO 51) (Boston)
USS *Siskin* (MSCO 58) (Boston)
USS *Turkey* (MSCO 56) (Nwpt)
USS *Falcon* (MSC 190) (Nwpt)



USS Fulmar (MSCO 47) (New York)
USS Lorikeet (MSCO 49) (New York)
USS Plover (MSCO 33) (Phil)
USS Linnet (MSCO 24) (Phil)
USS Thrush (MSC 204) (Miami)
Inshore Underseas Warfare Group TWO (Nor Va)
Commander Mine Squadron FOUR (Chas SC)
Commander Mine Squadron EIGHT (Chas SC)
Commander Mine Squadron TEN (less detachment) (Chas SC)
Explosive Ordnance Disposal Unit TWO (Support personnel only) (Chas SC)

Servlant

Commander Service Squadron TWO (Nor Va)
Commander Service Squadron FOUR (Nor Va)
USS Cadmus (AR 14) (NorVa)
USS Amphion (AR 13) (NorVa)
USS Vulcan (AR 5) (NorVa)

Navairlant

Fleet Composite Squadron SIX (Support personnel only) (Nor Va)
Fleet Composite Squadron FOUR (DET Cecil Field)
Fleet Composite Squadron TWO (DET Quonset Point)

Miscellaneous—Atlantic Fleet

**Underway Training Unit (Nor Va)
Test and Evaluation Detachment (Nor Va) (sea component)
**Fleet Training Group (Chas SC)
**Missile Training Unit, Atlantic (Dam Neck Va)
Hq, Fleet Marine Force, Atlantic Fleet
PCE 856 Whitehall (Cleveland)
PCER 853 Amherst (Detroit)
PCE 877 Havre (Michigan City, Ind)
PCE 880 Ely (Sheboygan, Wis)
PCE 902 Portage (Milwaukee)
Test and Evaluation Detachment (KWest) (Comp 1)
USS Prowess (IX 305) (Buffalo)

BUPERS Distribution Control

*Field Food Service Team (Nwpt)
*Field Food Service Team (Nor Va)
*Field Food Service Team (Chas SC)
*Field Food Service Team (SDgo)
*Field Food Service Team (WESTPAC)
*Fleet Assistance Group Pacific (SDgo)
*Fleet Assistance Group Atlantic (Nor Va)

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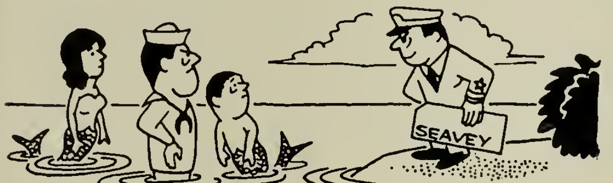
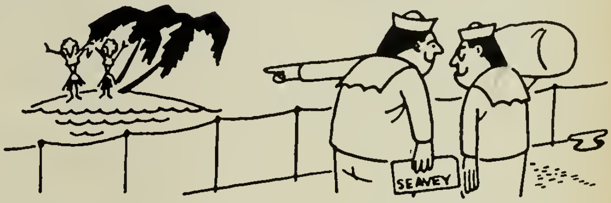
*Tour length is 36 months. Other activities not indicated by an asterisk will have a tour length of 24 months.

**Tour lengths at these activities are for 36 months for instructor personnel and 24 months for support personnel.





Overseas Activities Considered Shore Duty for Rotation

Argentina

Naval Advisors Argentina, Buenos Aires
Attache Argentina, Buenos Aires

Australia

US Sending State Office For Australia, Canberra
Attache Australia, Canberra
OICC BUDOCKS Contracts Australia

Belgium

MAAG Belgium, Brussels
Attache Belgium, Brussels

Bermuda

Naval Facility Bermuda
Commissary Store NS Bermuda
Under Water Sound Lab Bermuda Det
Navy Exchange NS Bermuda
Naval Station Bermuda
Aircraft Support Det Kindley AFB, Bermuda

Brazil

Naval Mission Brazil, Rio de Janeiro
Attache Brazil, Rio de Janeiro

Canada

Liaison Loan Officer Ottawa, Canada
Attache Canada, Ottawa

Chile

Attache Chile, Valparaiso
Naval Mission Chile, Valparaiso

Denmark

Attache Denmark, Copenhagen
MAAG Denmark, Copenhagen

France

MAAG France, Paris

Germany

CINCUSNAVEUR Rep Berlin Det
MAAG, Germany, Bonn
COMSTS ELM Area, Bremerhaven
Sec Grp Act, Bremerhaven
CINCUSNAVEUR Rep Frankfurt Det
Sec Grp Act, Todendorf
CINCUSAREUR, Heidelburg
COMNAVBALTAP, Holtenau
CINCUSNAVEUR Rep Munich Det
EUR Electronics Intel Center, Wiesbaden

Hawaii

Naval Station, Pearl Harbor
Navy Supply Center, Pearl Harbor
Regional Finance Center, Pearl Harbor
Commissary Store, Pearl Harbor
Branch Commissary Store, NAS Barbers Point
Degaussing Station, Pearl Harbor
Dental Clinic, Pearl Harbor
Reserve Training Center, 14th ND
Reserve Supplement Hq, 14th ND
Training Device Center Regional Office, Pearl Harbor
Navy Exchange, Naval Station, Pearl Harbor
Location Navy Exchange, Naval Radio Station, Lualualei
Branch Navy Exchange, Naval Communication Station, Wahiawa
Special Communication Division, Naval Communication Station, Honolulu
Naval Astronautics Group Det Charlie
Flag Admin Unit, Commander Fleet Air, Hawaii
Fleet Composite Squadron ONE
Fleet Weather Center, Pearl Harbor
Submarine Base, Pearl Harbor
Fleet Submarine Training Facility, Pearl Harbor
Commander Anti-Submarine Warfare Force, U.S. Pacific Fleet
Fleet Intelligence Center, U.S. Pacific Fleet
Pacific Command Admin Detachment
Commander in Chief, U.S. Pacific Fleet
Pacific Command Military Assistance Program Data Center
Hq, 14th Naval District, Pearl Harbor
Preventive Medicine Unit SIX, Pearl Harbor
Inactive Service Craft Facility, Pearl Harbor
Commander Hawaiian Sea Frontier
Pacific Liaison Office, Hawaiian Sea Frontier
Pearl Harbor Naval Shipyard
Fleet Operations Control Center, Pacific
Naval Ammunition Depot, Oahu, Hawaii
Branch Navy Exchange, Naval Ammunition Depot, Oahu, Hawaii
Security Group Department, Communication Station, Honolulu
Hq, Fleet Marine Force, Pacific
Navy Branch Oceanographic Office, Honolulu
Communication Station, Honolulu
United States Armed Forces Institute
Military Camp Det, 14th ND

Overseas Activities Considered Shore Duty for Rotation (Cont.)

Navy Exchange, Submarine Base, Pearl Harbor
Naval Investigation Service Office, Honolulu
Military Sea Transportation Service Office, Honolulu
Medical Administrative Unit, Tripler Army Hospital
Commander in Chief, Pacific Airborne Comd
Commander in Chief, Pacific
Naval Manpower Validation Shore Survey Team, 14th ND
Auxiliary Repair Dock 30 (Pearl Harbor)
Commander Service Force, U.S. Pacific Fleet
Director 14th MC Dist. NB, Pearl Harbor
Commander Construction Battalions, Pacific
Mobile Technical Unit ONE
Security Group Detachment, Commander in Chief, U.S. Pacific Fleet
U.S. Intelligence Support Group, Pacific
Fleet Aviation Electronics Training, Barbers Pt.
Navy Exchange, Naval Air Station, Barbers Point
Marine Corps Air Station, Kaneohe
Defense Communication Agency, Pacific Area
Commander Service Squadron FIVE
Commander Destroyer Flotilla FIVE
Naval Air Station, Barbers Point
Fleet Tactical Support Squadron 21 (1)

Hong Kong (British Crown Colony)

Attache Hong Kong

Italy

COMSTS Med Sub Area Leghorn
Fleet Air Unit, Naples
Air NavO FAU COMFAIR Med, Naples
NAF, Naples
COMAIRSOUTH, Naples
Commissary Store SuppAct, Naples
Comm Unit Naples
Nav Supp Act Naples
COMSTRIKFORSOUTH, Naples
CINCSOUTH, Naples
Preventative Med Unit SEVEN, Naples
Naval Overseas Air Cargo Terminal, Naples
Security Group Det Naval Support Activity, Naples
Navy Exchange Support Activity, Naples
Naval Air Facility Naples, Italy, Rome Detachment
US Sending State Officer for Italy, Rome
Attache Italy, Rome
MAAG Italy, Rome

Japan

Naval Air Station Atsugi

Navy Exchange Naval Air Station, Atsugi
Security Group Activity Kamiseya
Naval Air Station Atsugi Detachment Alf Kisarazu
Loc Navy Exchange Alf Kisarazu
Mine Assembly Facility Misawa
Naval Overseas Air Cargo Terminal Tachikawa
Commissary Store Yokohama

COMSTS Far East Area, Yokohama
Navy Housing Activity, Yokohama
Finance Officer Yokosuka
Fleet Activities Yokosuka
Terminal NPO 660 Yokosuka
Commissary Store Hq SupAct Yokosuka
Def Comm Agy Far East Region, Yokosuka
Communication Station Yokosuka
Officer in Charge Construction Far East, Yokosuka
Dental Clinic Yokosuka
US Naval Hospital Yokosuka
Navy Branch Oceanographic Office, Yokosuka
Attache Japan, Tokyo
Naval Investigation Service Office, Yokosuka
MAAG Japan, Yokosuka
Ordnance Facility Yokosuka
Public Works Center Yokosuka
Ship Repair Facility Yokosuka
Naval Supply Depot Yokosuka
Flt Weather Facility Yokosuka
Fleet Activities Sasebo
Commissary Store Fleet Activity Sasebo

MSTSO Sasebo
Ordnance Facility Sasebo
Navy Exchange Fleet Activity Sasebo

Mexico

Attache Mexico

Welcome Home, Daddy

Most sailors will agree that the best thing about a long deployment is its end. In recent months, joyful homecomings have delighted the crews and families of these ships:

- USS *Gunston Hall* (LSD 5) returned to her San Diego home port from the Vietnam action zone.

Gunston Hall spent eight months in the western Pacific, traveling some 20,000 miles.

She provided logistic support for U. S. and allied troops ashore, making 22 separate calls on Vietnamese ports. She also served as mother ship for river patrol boats (PBRs) and UH-18 helicopters, and as a ready-duty ship for the Amphibious Ready group.

- The San Diego-based destroyers USS *Hoel* (DDG 13), *John R. Craig* (DD 885), *Perkins* (DD 877) and *Uhlmann* (DD 687) returned home after six months off the coast of Vietnam.

During their Vietnam operations, the destroyers fired a total of more than 10,000 rounds of ammunition at enemy targets.

Hoel was commended for her participation in the rescue of three downed pilots and for meeting unscheduled naval gunfire support missions.

John R. Craig and *Perkins* were among the first ships to engage shore batteries.

Craig received the Marjorie Sterett Award presented to the most battle-ready destroyer in the Pacific.

Uhlmann was recognized as the shootingest ship in the division, accounting for half the ammunition fired and targets destroyed.

- USS *Independence* (CVA 62) returned to Norfolk after an eight-month Mediterranean deployment.

Independence was relieved by USS *America* (CVA 66), the Navy's newest attack carrier.

- The radar picket escort ship USS *Newell* (DER 322) returned to Pearl Harbor after a seven and one-half month cruise of the Far East.

About 80 per cent of *Newell's* time was spent in Market Time operations.

Newell became known for her southern hospitality as she served as a base of support to many of the small U. S. patrol craft operating off the coast. She supplied them with fuel and water, and served as a floating haven for tired boat crews.

Netherlands

MSTSO Rotterdam
MAAG Netherlands

New Zealand

Communication Unit Christ Church, New Zealand

Norway

CINCNORTH Kolsaas, Sandvika
Attache Norway, Oslo
MAAG Norway, Oslo
Hq Baltic Approaches

Panama (including Canal Zone)

Communication Station Balboa
US South Command Balboa
Ind Mgr 15ND Balboa
Naval Investigation Service Office Fort Amador Balboa
MSTSO Balboa CZ
Security Group Activity Galeta Island
Navy Branch Oceanographic Office, Rodman CZ
Navy Exchange Naval Station Rodman CZ
Naval Station Rodman CZ

Peru

Naval Mission Peru, Lima

Portugal

Attache Portugal, Lisbon
MAAG Portugal, Lisbon
COMIBERLANT, Portugal, Lisbon

Puerto Rico

Branch Navy Exchange Fort Allen Puerto Rico
Naval Facility Ramey Air Force Base, Puerto Rico
Atlantic Fleet Weapons Range, Roosevelt Roads
Commissary Store Naval Station Roosevelt Roads
Navy Exchange Naval Station Roosevelt Roads
Naval Station Roosevelt Roads Puerto Rico
Fleet Air Unit COMFAIRCARIB, San Juan
Commissary Store Naval Station San Juan
Communication Station Puerto Rico
Hq, 10 ND San Juan
Navy Investigation Service Office San Juan
MSTSO San Juan
COM CARIBBEAN SEA FRON, San Juan
Security Group Detachment Communication Station San Juan
Navy Exchange Naval Station San Juan
Naval Station San Juan
Naval Weather Service Environmental Det Roosevelt Roads
Antilles Defense Command San Juan

Spain

JUSMG/MAAG Spain, Madrid
Defense Communication Agency SIA Region, Madrid
Officer in Charge Construction Spain, Madrid
Naval Activities Spain Madrid Detachment
Attache Spain, Madrid
Commissary Store Naval Station, Rota, Spain
Communication Station Spain, Rota
Naval Activities Spain, Rota
Naval Fuel Depot Rota, Spain
MSTSO Rota, Spain
Naval Overseas Air Cargo Terminal, Rota, Spain
Security Group Detachment Communication Station Rota, Spain
Navy Exchange Naval Station, Rota, Spain
Naval Station Rota, Spain
Fleet Weather Center Rota

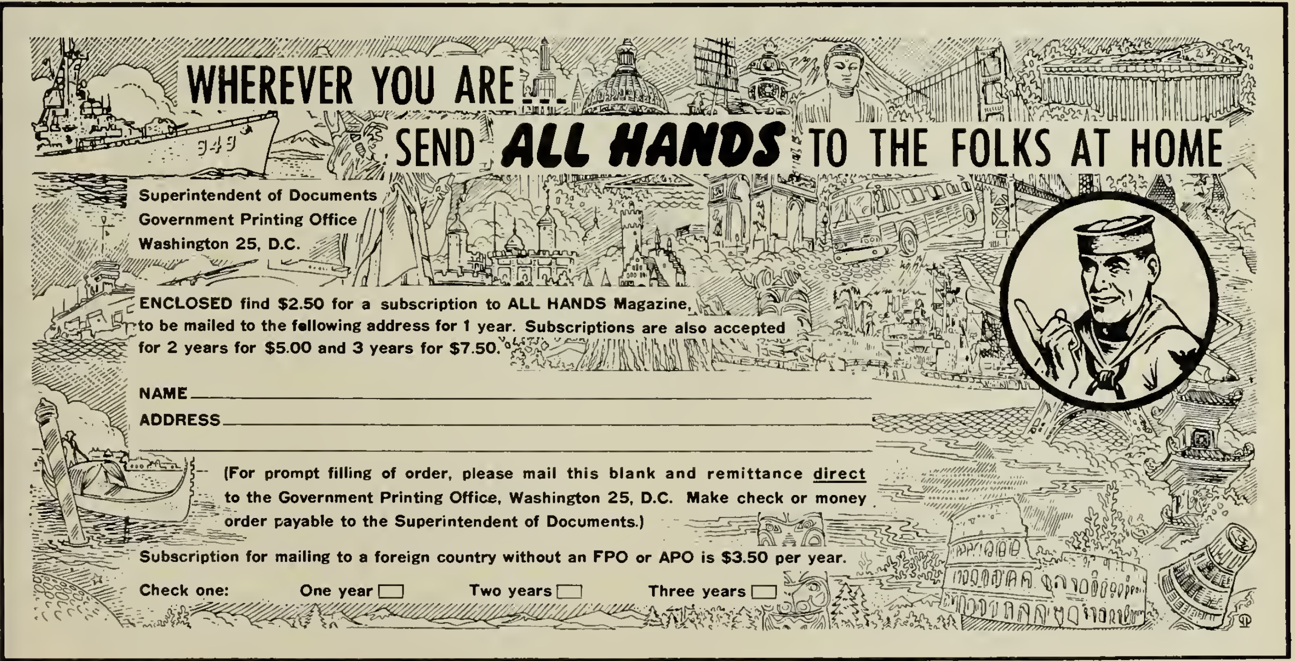
United Kingdom

Defense Communication Agency UK Region
Commissary Store UK London
Communication Unit London
Nav Supp Act London
CINCLANT Rep to Fld Rep EUR, London
CINCEASTLANT, London
Attache United Kingdom, London
MSTSO London
Navy Research Branch Office London
Security Group Detachment Naval Support Activity London
Navy Exchange Support Activity London
Fleet Weather Facility London
Naval Air Facility Mildenhall
Ordnance Facility St. Mowgan England

Uruguay

NacSect USAF MIS Uruguay, Montevideo

NOTE:
(1) Less Flight Crews which remain arduous sea duty.



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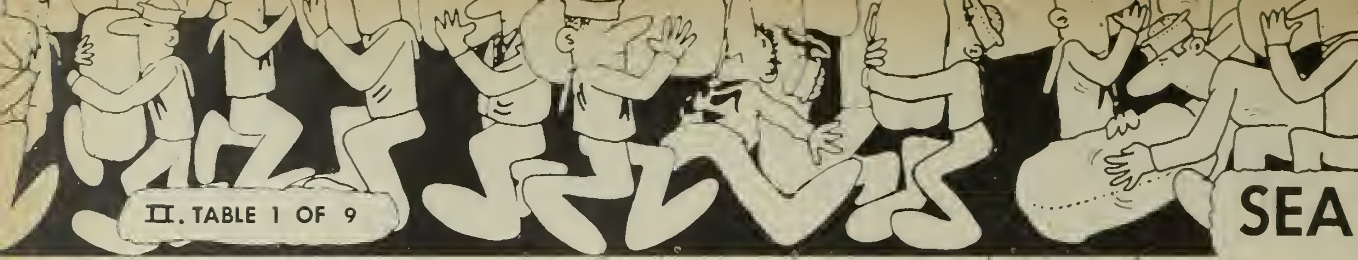

II. TABLE 1 OF 9

SEA

RATING	ARDUOUS SEA DUTY (Home Port or Base)																				OVERSEAS LOCATIONS									
																					Pacific						Asia			
	Boston, Mass.*	New London, Conn.*	Newport, R.I.*	New York, N.Y.*	Philadelphia, Pa.*	Washington, D.C.*	Norfolk, Va.*	Charleston, S.C.*	Jacksonville, Fla.*	Brunswick, Me.*	New Orleans, La.*	Miami, Fla.	Overseas, Atlantic	Overseas, Pacific	Seattle, Wash.*	San Francisco, Calif.*	Long Beach, Calif.*	San Diego, Calif.*	Pearl Harbor, Hawaii*	Misc. Arduous Sea	Japan	Ryuku Is.	Philippines	Taiwan (Formosa)	(Guam) Marianas	Midway Is.	Korea	S.E. Asia	Arctic Area	British Isles
BMC	11	4	70	13	4		214	24	35		4	6	22	98	11	51	94	230	67	9	2	5	47	3	17	5	1	102	4	1
BM1	23	3	135	5	6		432	97	80		14	7	30	161	18	101	293	464	96	17	3	6	43	4	22	5	1	251	2	0
BM2	26	3	101	7	4		597	97	80		23	6	35	174	34	146	348	507	96	18	4	4	58	3	30	5	1	270	4	1
BM3	39	4	127	15	4		807	48	112		13	7	53	266	54	243	407	815	113	17	5	9	78	0	39	7	0	361	4	0
BMSN/SA	8	0	8	2	1		107	7	6		0	0	12	42	2	40	47	93	22	1	0	0	7	0	0	0	0	71	0	0
QMC	5	19	29	1	1	1	87	32	14		0	5	6	15	3	14	48	75	74	0	0	2	2	1	1	0	0	9	2	
QM1	12	62	59	6	6	0	168	93	31		9	15	7	52	7	44	113	290	81	2	1	1	6	0	6	0	1	14	0	
QM2	14	82	66	5	3	0	203	80	35		5	25	10	58	6	42	88	241	111	2	0	1	6	1	4	1	1	34	0	
QM3	24	91	80	3	2	0	283	114	56		4	19	8	64	13	61	128	253	127	0	0	4	6	7	3	1	0	36	0	
OMSN/SA	4	0	2	0	1	0	59	0	1		0	1	1	13	1	6	13	50	11	0	0	0	0	0	0	0	0	24	0	
SMC	3	0	27	2	0		69	13	17		1	1	0	5	1	18	40	68	7				2	0	2			6		0
SM1	8	0	80	2	3		185	28	42		5	3	8	52	6	31	102	172	64				0	0	1			8		0
SM2	10	3	87	5	2		259	52	48		9	7	9	73	9	55	156	226	82				4	0	7			19		4
SM3	17	1	135	2	0		366	66	86		10	3	14	83	16	90	226	343	85				2	1	1			68		0
SMSN/SA	2	0	1	0	0		60	3	0		0	0	3	17	0	4	15	44	6				0	0	0			27		0
STC	3	46	36	0	0		62	37	14		0	9	1	9	1	2	38	68	47	1				0			0	1	2	
ST1	12	43	118	3	4		140	98	44		7	7	5	35	3	7	127	162	105	1				2			1	4	6	
STG2	15	3	169	5	4		172	42	60		4	7	2	25	4	12	136	196	70	1								7	12	
STG3	18	0	179	2	3		171	43	59		3	9	3	26	5	12	143	203	72	0								5	24	
STGSN/SA	9	0	160	0	0		169	39	65		0	7	3	28	3	3	124	198	79	0								0	0	
STS2	6	112					32	92				20	5	2		2		44	72											
STS3	7	99					21	92				11	2	3		3		26	77											
STSSN/SA	0	0					0	0				0	0	0		0		0	0											
TMC	3	48	3	0	0		14	46	1		0	13	11	3	1	2	7	26	26	0	1	1	2	1	2		0		1	
TM1	7	116	15	2	2		60	113	6		2	20	22	11	3	6	31	99	86	0	1	1	5	0	2		1		2	
TM2	12	110	64	2	2		95	123	23		2	24	39	28	3	8	59	135	100	1	0	3	9	0	1		0		4	
TM3	17	204	46	0	0		107	208	17		0	41	35	25	7	7	79	168	133	0	2	7	18	0	4		0		2	
TMSN/SA	0	0	6	0	0		7	5	0		0	0	19	8	0	0	0	0	0	0	0	0	0	0	0		0		0	
GMMC	1		2				19	4	3				1	1	0	1	10	19	4				0		0					
GMM1	8		2				45	11	6				2	6	2	5	34	61	4				2		0					
GMM2	10		0				62	15	7				4	8	0	7	37	75	8				0		0					
GMM3	14		0				80	19	11				7	12	1	10	51	102	8				0		2					
GMMSN/SA	0		0				8	0	0				0	0	1	0	5	4	0				0		0					
GMTC	1		1				8	1	6				2	3	3	8	4	22		10	1	1	1		3					
GMT1	1		5				20	3	12				5	6	5	16	8	24		0	0	1	2		9					
GMT2	0		2				22	3	18				8	10	7	25	7	29		0	0	2	4		12					
GMT3	2		8				36	0	25				2	2	12	37	25	51		0	3	9	7		19					
GMTSN/SA	0		0				30	0	24				0	0	8	32	0	32		0	0	2	0		0					
GMGC	5	0	52	2	2	0	77	10	23		3	3	4	27	5	14	53	81	29	0		1	9	2	4	1	1	17	0	1
GMG1	16	2	96	8	6	0	231	33	54		7	5	9	64	10	63	124	243	62	3		1	22	2	7	1	1	27	0	1

*The home ports also include adjacent areas:

- Boston includes Portsmouth, N.H.
- Newport includes Quonset Point, R.I.; Davisville, R.I.; Providence, R.I.; and Fall River, Mass.
- New York includes Jamaica, N.Y.; Ft. Schuyler, N.Y.; Perth Amboy, N.J.; and Port Newark, N.J.
- Philadelphia includes Atlantic City, N.J.; Trenton, N.J.; and Lakehurst, N.J.
- Washington, D.C., includes Patuxent River, Md., and Baltimore, Md.
- Norfolk includes Newport News, Va.; Dam Neck, Va.; Little Creek, Va.; Oceana, Va.; and Fort Storey, Va.
- Charleston includes Beaufort, S.C.; Wilmington, N.C.; and Cherry Point, N.C.
- Jacksonville includes Mayport, Fla.; Green Cove Springs, Fla.; Cecil Field, Fla.; Cape Kennedy, Fla.; Sanford, Fla.; and Glynco, Ga.

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DUTY

(COUNTS AS SEA DUTY)

NEUTRAL TIME
(Home Port or Base)

Europe							Americas				Caribbean																									
Greece	Spain	Others, Europe	North Atlantic	Middle East	Africa	Mediterranean Area	Canada	Central America	South America	Alaska	Bahamas	Gitmo (Cuba)	Others, Caribbean	Others, Overseas	Boston, Mass.*	New London, Conn.*	Newport, R.I.*	New York, N.Y.*	Philadelphia, Pa.*	Washington, D.C.*	Norfolk, Va.*	Charleston, S.C.*	Jacksonville, Fla.*	Brunswick, Me.*	New Orleans, La.*	Miami, Fla.*	Chicago, Ill.*	Overseas, Atlantic	Overseas, Pacific	Seattle, Wash.*	San Francisco, Calif.*	Long Beach, Calif.*	San Diego, Calif.*	Pearl Harbor, Hawaii*	Misc. Neutral Time	RATING
1			0	2	4	3	7			10	1	30	2	7	0	2	7	0	0	0	10	13	2	0	0	2	6	1	1	0	0	1	17	1		BMC
1			0	0	11	2	8			14	2	30	2	4	0	7	10	3	3	3	1B	25	3	1	3	6	0	1	0	3	2	9	24	0		8M1
0			1	0	16	4	14			21	0	20	1	7	2	7	15	2	2	0	25	32	4	0	0	8	1	0	0	1	1	7	1B	0		BM2
1			0	0	11	2	15			23	0	3B	3	2	0	B	21	2	3	3	29	25	6	1	3	7	7	0	1	3	2	3	1B	0		8M3
0			0	0	0	0	0			6	0	0	0	0	0	0	1	0	0	0	7	2	0	0	0	0	0	0	0	0	0	0	1	0		BMSN/SA
			0	1	0	1	1			1		2		0	2	0	2	2	2	0	2	11	0	0	0	1	0	1	0	1	1	4	7	0		OMC
			0	0	2	0	2			4		2		6	0	2	3	2	3	3	13	7	1	1	3	1	6	0	1	3	2	4	8	1		QM1
			0	1	0	0	4			2		2		1	0	1	2	1	0	0	3	5	1	0	0	1	0	0	0	0	0	1	3	0		OM2
			1	0	1	0	5			2		0		0	0	1	3	0	0	0	8	3	1	0	0	1	1	0	1	0	0	1	4	0		QM3
			0	0	0	0	0			0		0		0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0		QMSN/SA
0							0			0		3		0		0	2	0	0	0	2	1	1	0	0	0	0		0	0	0	0	5			SMC
0							0			0		2		0		1	2	0	0	0	7	3	1	0	0	2	0		0	0	1	1	3			SM1
1							5			2		3		6		2	3	2	3	3	4	3	1	1	3	1	0		1	3	2	3	3			SM2
0							1			0		0		0		2	3	0	0	0	9	5	1	0	0	2	1		0	0	0	2	4			SM3
0							0			0		0		0		0	1	0	0	0	2	0	0	0	0	0	0		0	0	0	0	0			SMSN/SA
				1			1		1	3	3	3	2	2		2	3	2	3	3	2	3	1	1	3	1	1	1		3	2	2	1	1	1	STC
				0			7		0	10	10	11	3	3		2	7	0	0	0	6	7	2	0	0	3	0	1		0	0	1	5	0	0	ST1
							13			17	24	1	14	4		1	5	2	3	3	2	2	2	1	3	1	1			3	3	5				STG2
							48			19	47	0	2B	7		0	5	0	0	0	2	1	1	0	0	0	5			0	0	2				STG3
							0			0	0	0	0	4		0	0	0	0	0	0	0	0	0	0	0	0			0	0	0				STGSN/SA
																2					2	4				2							6			STS2
																1					1	3				2							2			STS3
																0					0	0				0							0			STSSN/SA
1			2			3	2			2		3				5	2				9	12	1			5		0					10	0		TMC
0			2			2	2			3		2				11	11				19	27	5			11		1					23	1		TM1
0			2			3	2			3		3				15	11				21	36	5			15		0					30	0		TM2
0			3			4	4			6		5				28	13				36	59	6			2B		0					57	1		TM3
0			0			0	0			0		0				5	6				B	12	3			5		0					10	0		TMSN/SA
												2					2				1	1	1					3				0	3			GMMC
												1					2				1	1	1					1				1	0			GMM1
												0					1				1	0	0					0				4	0			GMM2
												0					0				0	0	0					0				0	0			GMM3
												0					0				0	0	0					0				0	0			GMMSN/SA
							0			3		1				0	0				0	1	0			0							1			GMTC
							1			4		0				1	2				3	4	1			1							3			GMT1
							1			1		0				1	2				2	5	1			1							2			GMT2
							1			7		0				0	6				3	3	3			0							0			GMT3
							0			0		0				0	0				0	0	0			0							0			GMTSN/SA
0				2	1	1	2		1	0	0	5	0	0		0	0	0	0	0	4	1	0	0	0	0	0	2	0	0	0	0	12			GMGC
1				0	2	1	3		0	2	0	9	0	1		1	5	2	3	3	9	3	1	1	3	0	6	1	1	3	2	3	4			GMG1

- Brunswick includes Portland, Maine.
- New Orleans includes Pensacola, Fla.; St. Petersburg, Fla.; Panama City, Fla.; Mobile, Ala.; Houston, Tex.; Galveston, Tex.; and Pascagoula, Miss.
- Miami includes Port Everglades, Fla., and Key West, Fla.
- Chicago includes Great Lakes, Ill.; Milwaukee, Wisc.; Sheboygan, Wisc.; Detroit, Mich.; Benton Harbor, Mich.; Toledo, Ohio; and Rochester, N.Y.
- Seattle includes Puget Sound, Wash.; Everett, Wash.; Whidbey Island, Wash.; Astoria, Ore.; Portland, Ore.; and Tongue Point, Ore.
- San Francisco includes Mare Island, Calif.; Vallejo, Calif.; Alameda, Calif.; Moffett Field, Calif.; and Stockton, Calif.
- Long Beach includes San Pedro, Calif.; Point Mugu, Calif.; Port Hueneme, Calif.; and Los Alamitos, Calif.
- San Diego includes North Island, Calif.; Miramar, Calif.; Ream Field, Calif.; and Brown Field, Calif.
- Pearl Harbor includes Barber's Point, Hawaii.

ARDUOUS SEA DUTY

(Home Port or Base)

OVERSEAS LOCATIONS

RATING	Boston, Mass.*	New London, Conn.*	Newport, R.I.*	New York, N.Y.*	Philadelphia, Pa.*	Washington, D.C.*	Norfolk, Va.*	Charleston, S.C.*	Jacksonville, Fla.*	Brunswick, Me.*	New Orleans, La.*	Miami, Fla.	Overseas, Atlantic	Overseas, Pacific	Seattle, Wash.*	San Francisco, Calif.*	Long Beach, Calif.*	San Diego, Calif.*	Pearl Harbor, Hawaii*	Misc. Arduous Sea	Pacific						Asia		Arctic Area	British Isles
																					Japan	Ryuku Is.	Philippines	Taiwan (Formosa)	(Guam) Marianas	Midway Is.	Korea	S.E. Asia		
GMG2	21	0	157	10	8	0	308	47	77		8	6	5	68	18	89	208	344	97	0		0	29	6	8	1	0	61	0	1
GMG3	27	4	234	8	2	1	419	86	108		14	9	10	98	23	92	308	740	103	3		0	36	0	7	2	0	72	1	0
GMG5N/5A	3	0	8	0	0	0	61	4	10		0	0	3	4	1	11	31	56	10	0		0	4	0	0	0	0	68	0	0
FTC	2	20	2		2		10	17	8		1		6	6	3	9	6	10	8		2	2	2	1	2		1			
FTGC	4	10	30	0	0		24	12	14		0	6	1	7	0	0	20	39	15		0	0	0	0	0		0			
FTG1	11	47	62	2	2		128	59	35		4	8	10	29	8	38	61	128	70		2	2	4	1	2		0			
FTG2	20	6	75	4	2		173	35	54		4	1	10	20	9	54	103	191	54		4	4	4	0	6		1			
FTG3	22	43	100	4	2		258	72	68		5	7	8	49	11	65	185	269	76		5	5	4	0	1		0			
FTGSN/SA	10	1	91	0	0		147	16	63		0	4	5	38	5	13	131	185	55		0	3	0	0	0		0			
FTMC	6		2				31	8	3				2	4		6	21	41	4											
FTM1	17		1				117	31	18				5	13		14	69	140	16											
FTM2	13		3				171	31	12				4	12		21	86	180	20											
FTM3	30		2				263	58	28				9	24		34	138	296	32											
FTMSN/SA	12		0				107	20	8				8	12		17	60	110	16											
FTB1	1	28					1	40	3				13	6					14											
FTB2	2	56					2	76	4				11	6					28											
FTB3	2	56					2	70	6				4	0					28											
FT85N/5A	0	0					0	0	0				0	0					0											
MTC	1	15					1	28	1				6	1					14											
MT1	1	28					1	40	2				12	5					14											
MT2	2	56					2	78	4				17	B					28											
MT3	3	84					3	114	7				20	10					42											
MT5N/5A	0	0					0	16	0				22	10					0											
MNC							2	3											1		3	1	3	1	2		1			
MN1							2	8											1		4	4	7	0	4		0			
MN2							6	12											2		6	7	10	0	6		0			
MN3							8	17											3		6	8	22	0	8		0			
MNSN/SA							0	13											0		0	0	0	0	0		0			
ETC	6	64	46	3	0	3	92	77	32		1	8	18	27	5	24	51	107	67	0	0	2	11	2	11	2	1	6	6	7
ET1	32	123	80	8	5	6	297	169	76		5	14	52	58	12	97	179	306	125	2	2	7	29	2	36	14	1	26	21	13
ETN2	18	29	119	4	1	9	290	93	65		8	5	37	36	13	62	209	292	83	2	2	8	61	2	51	15		27	35	16
ETN3	18	31	73	4	2	0	270	76	55		8	5	39	48	19	53	166	252	66	4	1	11	71	4	42	14		38	34	29
ETNSN/SA	14	0	28	2	0	0	167	17	30		2	2	4	21	10	44	98	133	38	1	0	8	20	0	2	4		2	12	5
ETR2	25	173	101	10	6	3	274	239	72		5	9	31	62	12	70	153	287	185	5	2	1	6		3	1		25	2	
ETR3	32	188	63	8	0	0	289	259	65		9	17	30	63	10	91	199	306	208	3	5	2	3		2	0		18	1	
ETRSN/SA	16	0	67	16	1	0	157	24	34		2	4	17	20	7	25	96	158	24	0	0	0	0		0	0		8	0	
D5C	2		1				8	1	1		0		0	0	1	4	2	9	0											
D51	6		1				26	3	3		0		0	0	3	16	9	27	2											
DS2	9		5				51	4	6		1		2	2	5	31	24	56	2											
D53	6		2				25	3	4		1		1	1	4	11	7	27	0											
D5SN/SA	0		0				0	0	0		0		0	0	0	0	0	0	0											
IMC			2				2	1					0	0		0	3	3							0					
IM1			3				2	3					4	4		2	5	10							0					
IM2			5				4	3					4	3		4	7	11							1					
IM3			5				4	4					8	6		4	8	15							0					
IMSN/SA			2				2	0					0	0		0	0	0							0					
OMC			2				2	0	0				2	2		2	4	6					0							

Other Locations That Count as Sea Duty

In addition to those listed in the charts, a few shore billets (considered sea duty for rotation purposes) exist at the following locations:

- *Elsewhere in the Pacific*—1 YNC and 7 YN1s; 1 CE1; 1 CM1; 1 BUC; 1 UT1; and 1 HMC.
- *India*—1 YNC and 7 YN1s; 1 SKC; 1 DKC and 1 DK1; 1 ADRC; and 1 ATC.

Prepared by ALL HANDS Magazine

DUTY

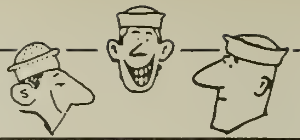
(COUNTS AS SEA DUTY)

NEUTRAL TIME
(Home Port or Base)

Europe							Americas				Caribbean																									
Greece	Spain	Others, Europe	North Atlantic	Middle East	Africa	Mediterranean Area	Canada	Central America	South America	Alaska	Bahamas	Gitmo (Cuba)	Others, Caribbean	Others, Overseas	Boston, Mass.*	New London, Conn.*	Newport, R.I.*	New York, N.Y.*	Philadelphia, Pa.*	Washington, D.C.*	Norfolk, Va.*	Charleston, S.C.*	Jacksonville, Fla.*	Brunswick, Me.*	New Orleans, La.*	Miami, Fla.*	Chicago, Ill.*	Overseas, Atlantic	Overseas, Pacific	Seattle, Wash.*	San Francisco, Calif.*	Long Beach, Calif.*	San Diego, Calif.*	Pearl Harbor, Hawaii*	Misc. Neutral Time	RATING
0				0	4	3	4		0	5	3	13	2	0		1	11	0	0	0	11	6	4	0	0	1	1	0	1	0	0	2	2			GMG2
1				0	3	3	2		0	4	0	4	1	4		0	4	0	0	0	3	4	2	0	0	0	3	0	0	0	0	1	2			GMG3
0				0	0	0	0		0	2	0	3	0	0		0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0			GMGSN/SA
1				1		1						1					1				2	2						2					5		1	FTC
						0						4				2	2	0	0	0	5	1	0	0	0	1	0			0	0	0	7			FTGC
						1						5				4	4	2	3	3	8	7	1	1	3	3	1			3	2	4	8			FTG1
						1						2				4	7	0	0	0	10	9	2	0	0	4	0			0	0	2	8			FTG2
						3						0				4	10	0	0	0	12	9	2	0	0	4	0			0	0	1	8			FTG3
						0						0				0	0	0	0	0	1	0	0	0	0	0	0			0	0	0	0			FTGSN/SA
		1										5					2				1	1	1					5				2	11			FTMC
		0										4					0				0	1	1					5				3	4			FTM1
		0										1					5				3	1	1					0				7	0			FTM2
		0										0					1				0	1	1					0				15	0			FTM3
		0										0					0				0	0	0					0				0	0			FTMSN/SA
																						6														FT81
																						7														FT82
																						0														FT83
																						0														FT8SN/SA
																1					2	3				1							2			MTC
																1					1	6				1							2			MT1
																2					2	10				2							4			MT2
																0					0	10				0							0			MT3
																0					0	11				0							0			MTSN/SA
				1		2																										0				MNC
				0		5																										1				MN1
				0		10																										0				MN2
				0		13																										0				MN3
				0		5																										0				MNSN/SA
4	2	1	0	2	14	1	6		3	8	1	5	2	2		1	6	0	0	0	6	8	1	0	0	1	0	4		0	0	1	13	1	1	ETC
3	8	0	1	1	28	3	10		0	18	3	22	3	4		9	18	2	3	3	24	29	5	1	3	8	1	1		3	2	4	19	0	0	ET1
25	10		0	1	38	3	13			27	6	20	4	4		6	13	0			20	24	5			6						1	13			ETN2
14	7		1	0	32	5	27			34	10	24	9	5		7	11	1			16	18	2			6						2	14			ETN3
4	0		0	0	6	0	0			8	0	10	0	3		0	2	0			4	0	3			0						1	1			ETNSN/SA
						2	4			4		9		3	0	3	9	0	0		11	16	4			3	5	2	1	0	0	1	9	0		ETR2
						2	2			2		8		1	2	3	13	2	2		14	19	2			4	1	1	0	1	1	3	8	1		ETR3
						0	0			1		0		2	0	5	7	0	0		7	15	3			5	0	0	0	0	0	1	10	0		ETRSN/SA
												0				0	0				0	0	0			0						1	0		0	DSC
												1				0	0				0	0	0			0						1	0		0	DS1
												0				1	3				5	3	1			1						1	2		1	DS2
												1				0	0				0	0	0			0						1	0		0	DS3
												0				0	0				0	0	0			0						0	0		0	DSSN/SA
					1							0				1	2				2	3	1			1							2			IMC
					0							1				1	4				7	4	1			1							2			IM1
					2							0				2	6				7	6	2			2							4			IM2
					0							0				2	8				10	8	2			2							4			IM3
					0							0				0	0				0	0	0			0							0			IMSN/SA
												0				0	3				3	2	1			0							0			OMC

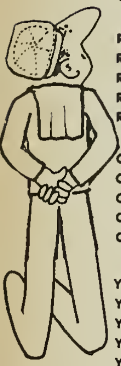
Other Locations That Count as Sea Duty

- *Puerta Rica*—1 YN1.
- *Antarctica*—1 SK1; 6 CECs and 2 CE1s; 1 EO1; 2 CM1s; 1 SW1; 1 UTC and 2 UT1s; and 2 HMCs and 3 HM1s.
- *Yorktown, Va.*—In addition, there are arduaus sea duty billets at Yorktown Va. for 3 MNCs, 6 MN1s, 13 MN2s, 18 MN3s and 6 MNSNs.

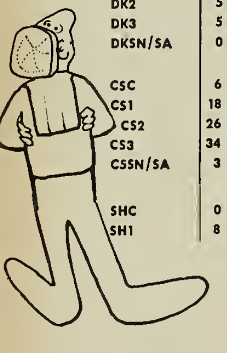


ARDUOUS SEA DUTY
(Home Port or Base)

OVERSEAS LOCATIONS



																					Pacific						Asia			
RATING	Boston, Mass.*	New London, Conn.*	Newport, R.I.*	New York, N.Y.*	Philadelphia, Pa.*	Washington, D.C.*	Norfolk, Va.*	Charleston, S.C.*	Jacksonville, Fla.*	Brunswick, Me.*	New Orleans, La.*	Miami, Fla.	Overseas, Atlantic	Overseas, Pacific	Seattle, Wash.*	San Francisco, Calif.*	Long Beach, Calif.*	San Diego, Calif.*	Pearl Harbor, Hawaii*	Misc. Arduous Sea	Japan	Ryuku Is.	Philippines	Taiwan (Formosa)	(Guam) Marianas	Midway Is.	Korea	S.E. Asia	Arctic Area	British Isles
OM1			2				2	3	1				4	4		2	5	7					0							
OM2			2				2	3	0				3	5		4	5	11					1							
OM3			4				4	3	0				11	7		4	8	17					1							
OMSN/SA			0				0	1	0				1	0		0	0	0					0							
RMC	10	46	51	5	3	3	152	50	29	0	3	11	11	27	8	42	76	156	70	0	1	1	59	1	38	4	0	23	19	22
RM1	25	63	123	8	7	7	437	118	80	1	11	23	67	120	17	85	277	421	139	2	6	8	93	4	129	10	1	51	26	31
RM2	35	90	193	4	2	20	578	145	117	4	7	27	83	175	29	124	407	595	205	7	4	15	150	21	102	22	0	84	67	59
RM3	46	93	188	8	3	25	738	200	125	8	14	25	76	302	29	154	513	689	207	5	4	25	130	12	120	22	2	96	98	50
RMSN/SA	22	6	169	2	2	2	490	49	105	0	2	13	20	115	19	86	250	408	142	2	0	13	4	3	34	0	0	36	23	15
CTC						0	24					13	5	0				0		14	1	62	92	17	84	12		0	12	42
CT1						0	97					16	20	1				3		64	2	91	140	24	120	19		3	21	68
CT2						7	108					22	28	1				0		70	4	119	180	29	149	23		4	24	86
CT3						0	128					26	35	1				0		79	6	139	216	36	180	26		0	33	101
CTSN/SA						0	29					7	6	1				0		20	2	35	55	10	46	7		0	8	26
YNC	3	0	51	0	3	2	123	15	43	2	2	1	6	19	7	23	71	124	23	0	2	2	14	7	8	1	4	38	3	2
YN1	9	59	57	5	3	6	155	62	47	3	3	15	27	58	10	83	63	171	76	3	6	6	26	17	18	2	5	85	12	2
YN2	14	39	90	9	11	7	246	96	64	5	14	5	39	117	20	59	153	278	89	3	11	15	39	12	29	2	16	147	16	1
YN3	19	21	131	11	8	10	330	41	101	8	8	11	41	95	28	132	170	339	54	8	16	14	50	11	33	2	13	117	14	2
YNSN/SA	1	0	0	0	3	0	18	4	7	0	0	0	2	5	1	15	6	23	10	0	2	3	7	1	4	0	0	30	0	0
CYN3	15	0	16	0	0	1	162	3	17	0	4	0	14	31	7	28	88	118	3	0	8	14	164	19	168	13	4	16	15	19
CYNSN/SA	21	0	20	1	0	0	205	5	46	0	6	0	16	68	19	69	116	147	9	0	4	13	28	0	36	10	0	42	8	10
PNC	1	0	4	0	2	3	41	0	7	3	1	0	2	6	2	4	5	36	0	1	4	3	10	3	5	1	0	5	1	0
PN1	6	0	66	2	5	3	115	16	58	5	4	3	9	24	12	43	69	131	33	1	4	4	18	3	9	1	0	12	1	3
PN2	6	0	32	1	4	6	108	5	53	5	3	1	12	21	22	77	58	89	14	2	7	8	14	5	11	1	1	20	4	2
PN3	9	3	65	8	10	3	190	7	67	7	6	2	17	46	23	107	87	175	47	6	10	7	23	6	18	3	1	26	3	0
PNSN/SA	0	0	0	0	1	0	11	2	2	0	0	0	0	1	2	5	7	30	4	0	1	1	5	0	1	0	0	2	0	0
DPC	0		0				4	1	1				1	2	0	0	0	1		0	1		3		2			0	0	
DP1	1		3				21	1	5				3	5	3	7	10	16		1	1		3		6			2	0	
DP2	1		3				29	3	5				8	8	3	8	10	16		1	2		2		2			3	0	
DP3	1		3				24	3	4				7	7	1	5	10	13		3	3		12		2			0	1	
DPSN/SA	4		10				46	7	13				20	16	4	19	34	43		6	0		0		5			0	0	
SKC	5	0	60	4	3	2	112	18	29		3	1	14	24	5	34	76	105	26	3	4	5	26	12	10	6	3	85	11	3
SK1	14	32	127	6	7	1	267	103	68		2	8	51	107	15	90	178	251	94	8	2	12	49	21	19	7	5	129	15	4
SK2	19	31	100	5	2	2	326	66	64		8	15	55	142	23	134	207	342	80	15	2	17	72	20	25	11	7	169	25	3
SK3	27	29	164	6	3	0	445	97	76		15	7	95	142	28	185	273	427	100	23	4	13	80	11	40	14	2	192	30	3
SKSN/SA	5	0	1	2	0	0	40	35	1		5	0	18	19	2	13	52	27	7	1	0	5	7	0	2	0	0	372	0	0
DKC	2		1	0	0	0	14	0	3	0	1	0	1	1	1	5	8	12	0	0	0	1	4	2	4	0	0	5	1	1
DK1	5		55	2	2	0	76	17	42	0	4	4	5	16	4	14	57	96	31	1	2	1	8	5	4	2	1	12	2	2
DK2	5		34	3	3	4	87	5	18	5	2	0	7	21	11	44	45	77	13	0	2	2	4	2	3	1	1	19	3	1
DK3	5		21	0	1	1	42	3	12	0	4	0	9	7	6	19	41	46	2	2	1	2	13	5	14	1	0	18	5	4
DKSN/SA	0		0	0	0	0	1	0	0	0	0	0	0	0	0	5	4	5	0	0	0	1	0	0	0	0	0	5	0	0
CSC	6	24	54	3	1	0	95	52	30	0	3	3	9	17	3	33	57	93	46	0	1	1	7	1	9	3	1	14	4	3
CS1	18	62	99	7	7	0	272	99	60	2	14	18	25	70	21	80	172	294	113	4	3	5	15	7	26	6	1	40	11	1
CS2	26	63	158	5	5	3	428	95	104	5	14	17	35	91	30	131	247	440	119	11	4	3	44	0	38	10	1	126	21	2
CS3	34	63	177	9	9	3	512	116	114	5	24	18	40	96	46	191	322	516	134	5	3	9	47	5	50	10	0	64	21	0
CSSN/SA	3	0	0	0	0	0	21	3	0	0	0	0	6	5	3	9	12	14	4	1	0	3	1	0	3	0	0	29	0	0
SHC	0		0	6	0		11	1	1		0	0	1	13	0	3	5	12	0	0		3	11	7	9	1		5	2	4
SH1	8		74	5	3		163	22	39		6	4	15	31	10	50	101	147	39	0		1	9	5	8	7		7	4	7



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DUTY

(COUNTS AS SEA DUTY)

NEUTRAL TIME
(Home Port or Base)

Europe							Americas				Caribbean																									
Greece	Spain	Others, Europe	North Atlantic	Middle East	Africa	Mediterranean Area	Canada	Central America	South America	Alaska	Bahamas	Gitmo (Cuba)	Others, Caribbean	Others, Overseas	Boston, Mass.*	New London, Conn.*	Newport, R.I.*	New York, N.Y.*	Philadelphia, Pa.*	Washington, D.C.*	Norfolk, Va.*	Charleston, S.C.*	Jacksonville, Fla.*	Brunswick, Me.*	New Orleans, La.*	Miami, Fla.*	Chicago, Ill.*	Overseas, Atlantic	Overseas, Pacific	Seattle, Wash.*	San Francisco, Calif.*	Long Beach, Calif.*	San Diego, Calif.*	Pearl Harbor, Hawaii*	Misc. Neutral Time	RATING
												0				2	4				7	5	1			2							4			OM1
												1				3	5				9	7	1			3							6			OM2
												0				3	9				14	8	2			3							6			OM3
												0				1	0				1	1	0			1							2			OMSN/SA
7	2		1	2	54	1	7		1	16	3	16	4	1		3	4	0	0	0	10	7	2	0	0	1	0	2	0	0	0	2	14	0	1	RMC
20	7		1	3	60	3	13		0	44	6	25	11	7		4	9	2	3	3	24	17	3	1	3	3	1	2	2	3	2	3	14	0	0	RM1
44	11		3	2	111	6	27		0	78	10	32	9	12		3	11	0	0	0	31	21	4	0	0	3	6	0	0	0	0	3	12	0	0	RM2
29	7		6	6	69	4	27		0	77	16	26	22	9		4	5	1	0	0	31	18	1	0	0	4	1	0	1	0	0	1	18	1	0	RM3
8	1		3	0	35	0	0		0	29	0	18	0	5		2	5	0	0	0	7	6	1	0	0	2	0	0	0	0	0	2	4	0	0	RMSN/SA
1		7	11	21	51	16				60		15																								CTC
2		11	14	32	82	27				90		22																								CT1
3		13	20	41	99	33				115		27																								CT2
3		16	24	50	120	40				135		31																								CT3
1		4	6	12	31	11				37		9																								CTSN/SA
3	0	1	3	7	10	0	1		8	7	0	5	3	2		7	4	0	0	0	14	6	1	0	0	2	0	0	1	0	1	0	11	1	0	YNC
1	1	0	1	9	15	6	5		0	15	3	14	7	7		6	4	2	3	3	20	16	2	1	3	3	1	4	2	3	2	5	15	2	1	YN1
2	0	1	3	5	9	2	8		0	16	0	18	1	5		5	6	1	0	0	41	19	1	0	0	4	5	3	1	0	0	5	25	4	0	YN2
2	0	0	1	0	5	3	10		0	18	4	32	6	9		5	11	1	0	0	42	17	4	1	2	4	0	1	1	1	2	2	30	2	0	YN3
0	0	0	0	0	2	0	0		0	8	0	1	0	1		0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	1	0	0	YNSN/SA
4	0	0	11	0	64	4	40		0	30	10	11	3	8		1	3	0	0	0	14	2	3	0	0	1	0	0	0	0	0	3	10	0	0	CYN3
30	0	0	3	0	27	4	13		0	12	10	26	2	9		3	2	0	0	0	11	7	0	0	0	3	0	0	0	0	0	0	8	0	0	CYNSN/SA
0		0	0	1	2	0	1			2	0	3	0	0		1	0	0	0	0	1	2	0	0	0	1	0	2	0	0	0	0	2		2	PNC
0		0	2	0	2	2	2			9	0	5	0	1		1	3	0	0	0	5	3	1	0	0	1	0	1	1	0	0	1	5		0	PN1
1		1	0	1	1	1	4			7	3	7	3	2		3	2	2	3	3	3	5	2	1	3	2	0	0	0	3	2	2	5		0	PN2
1		0	0	1	4	5	2			11	0	14	1	2		3	6	0	0	0	9	10	1	0	0	3	1	0	0	0	0	3	8		0	PN3
1		0	0	0	3	0	0			2	0	0	0	1		1	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	2		0	PNSN/SA
							1			2		1		0		0	0				2	1	0			0		5					0		7	DPC
							1			2		3		0		2	3				8	3	1			1		15					2		10	DP1
							1			1		6		0		2	3				9	6	1			2		3					4		6	DP2
							1			0		5		1		4	3				13	7	1			4		0					8		1	DP3
							0			0		0		0		9	9				24	19	3			9		4					18		3	DPSN/SA
3	1	1	0	6	5	3	10		4	9	0	7	3	1	0	3	0	0	0	0	5	10	0	0	0	3	0		0	0	0	3	7		3	SKC
3	0	0	0	3	8	2	12		0	19	1	18	1	4	0	8	11	2	3	3	19	24	3	1	3	7	1		1	3	2	3	14		2	SK1
1	1	1	3	0	14	6	17		0	27	3	24	3	5	0	6	22	1	0	0	28	24	5	0	0	7	5		3	0	1	3	16		0	SK2
2	0	0	1	0	15	8	9		0	39	6	24	6	8	2	30	30	4	5	3	59	66	10	1	3	29	0		1	4	2	7	59		0	SK3
0	0	0	0	0	6	0	0		0	5	0	2	0	0	0	4	0	0	0	0	4	11	0	0	0	4	0		0	0	0	0	8		0	SKSN/SA
0			0	0	2	2	1			2	0	2	0	0		0	0				0	0	0			0	0					0	0			DKC
1			0	1	6	0	2			4	0	4	2	1		2	2				5	4	0			2	0					0	4			DK1
0			1	1	4	1	2			3	3	2	2	0		2	3				5	4	1			2	1					1	4			DK2
0			0	0	1	2	2			4	0	6	1	0		2	2				3	4	1			2	0					0	4			DK3
0			0	0	0	0	0			1	0	0	0	0		0	0				0	0	0			0	0					0	0			DKSN/SA
1					5	3	1			12	0	5	2	3	0	0	0	0	0	0	0	3	0	0	0	0	1		0	0	0	1	0		7	CSC
1					9	5	6			16	3	14	3	7	0	4	9	2	3	3	12	11	2	1	3	3	5		1	3	2	2	8		0	CS1
2					11	5	9			23	3	20	4	15	0	6	13	2	3	3	18	15	5	1	3	5	1		0	3	2	6	11		0	CS2
0					12	6	20			30	6	30	5	11	2	7	23	3	2	0	26	23	6	0	0	8	6		1	1	1	3	16		0	CS3
0					1	0	0			4	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	0	0		0	0	0	0	0		0	CSSN/SA
0					4	4	3			8	0	3	0	1		0	0				1	1	0			0	0					0	0			SHC
1					3	2	6			11	3	7	2	3		3	4				7	8	1			3	0					1	6			SH1

SEA

	ARDUOUS SEA DUTY (Home Port or Base)																				OVERSEAS LOCATIONS									
																					Pacific						Asia			
RATING	Boston, Mass.*	New London, Conn.*	Newport, R.I.*	New York, N.Y.*	Philadelphia, Pa.*	Washington, D.C.*	Norfolk, Va.*	Charleston, S.C.*	Jacksonville, Fla.*	Brunswick, Me.*	New Orleans, La.*	Miami, Fla.	Overseas, Atlantic	Overseas, Pacific	Seattle, Wash.*	San Francisco, Calif.*	Long Beach, Calif.*	San Diego, Calif.*	Pearl Harbor, Hawaii*	Misc. Arduous Sea	Japan	Ryuku Is.	Philippines	Taiwan (Formasa)	(Guam) Marianas	Midway Is.	Korea	S.E. Asia	Arctic Area	British Isles
SH2	15		75	9	1		246	26	53		6	3	24	54	18	89	144	245	37	3		0	8	7	4	8		13	6	4
SH3	26		105	17	3		385	42	77		12	1	42	95	29	164	245	406	59	5		0	7	0	7	11		23	4	3
SHSN/SA	0		0	0	0		2	2	0		0	0	2	0	0	0	4	0	0	0		0	0	0	0	0		4	0	0
JOC	0		1			1	0		0		0		1	0	0	3	0	3				0	1	0	0	0		7	1	
JO1	0		0			1	7		1		0		0	4	1	0	0	4				1	3	3	1	1		8	2	
JO2	3		10			1	10		2		2		3	4	0	4	13	6				1	1	0	1	0		8	3	
JO3	1		2			1	5		4		0		1	0	2	4	4	8				1	2	3	1	0		3	3	
JOSN/SA	0		0			2	0		0		0		0	1	0	0	0	0				1	0	0	0	0		4	0	
PCC	0		0	0	0	1	3	0	2		0	0	0	2	1	4	0	4	0	0	0	1	6	0	0	1	0	0	0	0
PC1	0		9	0	0	0	8	2	3		1	0	4	6	2	7	12	11	0	0	0	2	4	0	2	0	0	7	1	0
PC2	4		5	1	0	0	35	7	10		1	0	4	7	3	11	19	36	4	0	1	2	16	0	3	1	1	5	1	3
PC3	6		70	2	1	0	109	14	25		3	3	11	29	4	31	79	99	35	1	1	3	16	1	2	1	0	9	2	0
PCSN/SA	0		0	0	0	0	10	0	2		0	0	1	0	0	2	6	10	0	0	0	1	17	0	1	0	0	1	0	0
LIC	0		2				5	1	0		0		0	0	0	0	3	6	0			0					1	0	0	
LI1	1		3				10	2	3		1		2	3	2	6	10	15	2			0					0	1	1	
LI2	0		0				16	0	2		0		2	3	2	6	3	16	0			1					0	1	0	
LI3	2		3				17	2	4		2		6	6	1	10	9	22	0			0					0	1	1	
LISN/SA	0		0				1	0	0		0		0	0	0	0	2	0	0			0					0	0	0	
DMC			0		0		0	0	0				0	0	0	0	0	0	0			1	0	0	0	0		0	0	
DM1			1		1		5	1	0				3	1	0	1	1	3	0			0	1	0	2	1		3	0	
DM2			0		1		19	1	2				0	3	1	4	3	18	3			0	1	1	4	0		5	1	
DM3			0		0		14	0	0				1	1	0	2	0	12	3			0	2	2	1	0		2	2	
DMSN/SA			0		0		0	0	0				0	0	0	0	0	0	0			0	0	0	0	0		0	0	
MUC			1				2						0	0											0					
MU1			2				16						4	3											3					
MU2			5				34						8	6											6					
MU3			5				38						10	7											7					
MUSN/SA			0				0						0	0											0					
MMC	17	61	102	4	2	1	240	100	71		5	2	10	34	14	102	193	236	92	0	0	0	5	2	3	1	1	2	1	
MM1	54	226	277	12	8	2	676	321	192		20	15	42	84	37	254	467	643	281	10	1	1	7	1	5	1	2	5	2	
MM2	83	275	354	16	10	1	947	421	260		24	6	66	114	61	371	673	894	357	12	3	1	8	2	5	3	0	12	1	
MM3	101	258	503	26	14	1	1259	417	350		48	18	54	142	92	504	939	1151	377	7	4	0	8	0	3	1	0	11	0	
MMFN/FA	3	0	0	0	0	0	47	5	2		0	0	11	14	1	17	12	39	2	1	5	0	4	0	0	0	0	0	0	
ENC	3	35	9	4	5	1	125	36	6		1	21	16	58	7	15	30	143	68	4	0	0	6	2	5	2	1	29	0	1
EN1	13	75	105	7	6	1	359	104	50		8	53	46	161	13	47	164	425	206	5	1	6	54	0	16	5	4	91	5	1
EN2	16	140	39	9	8	6	506	212	22		17	68	66	211	17	83	232	680	269	6	3	7	52	0	15	2	0	166	3	1
EN3	22	124	78	12	9	1	657	215	57		19	64	68	360	25	102	306	810	324	12	3	4	63	0	24	1	0	255	1	1
ENFN/FA	1	0	1	1	0	0	30	10	4		0	0	13	13	0	6	4	22	0	0	0	0	9	0	0	0	0	34	0	0
MRC	1	0	3	0	0		25	3	1		1	0	4	6	1	5	22	31	0		0	0	0		1	1	0	1	1	
MR1	6	3	63	3	2		86	24	26		3	4	16	28	4	18	83	134	33		1	1	4		2	1	1	7	0	
MR2	3	0	19	2	0		54	14	9		1	0	29	22	5	44	55	105	4		0	0	3		2	2	0	20	2	
MR3	3	0	41	1	0		104	15	15		4	0	25	31	7	32	109	133	13		0	1	1		0	1	0	8	0	
MRFN/FA	0	0	0	0	0		0	4	0		0	0	7	4	0	0	0	1	0		0	0	1		0	0	0	0	0	
8TC	10		62	4	2	1	158	18	42		5	1	5	16	9	41	92	149	40			1	4	1	0	0	1	3	0	
8T1	27		159	8	6	1	344	48	118		16	3	15	38	21	116	241	328	67			0	1	1	1	0	0	2	1	
8T2	45		292	12	12	0	628	75	203		24	7	34	97	38	184	509	695	160			0	1	3	0	1	0	3	3	
8T3	86		568	17	10	0	1125	165	384		43	11	43	138	71	253	859	1190	253			0	1	0	8	1	0	3	1	
8TFN/FA	9		72	0	0	0	136	28	42		0	2	5	21	2	5	83	138	34			0	0	0	0	0	0	0	0	
BRC	2		1	0	0		8	0	3		1		1	2	1	6	6	11	0						1				0	

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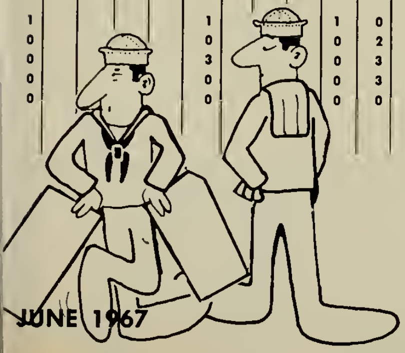
DUTY

(COUNTS AS SEA DUTY)

NEUTRAL TIME

(Home Port or Base)

Europe							Americas				Caribbean																									
Greece	Spain	Others, Europe	North Atlantic	Middle East	Africa	Mediterranean Area	Canada	Central America	South America	Alaska	Bahamas	Gitmo (Cuba)	Others, Caribbean	Others, Overseas	Boston, Mass.*	New London, Conn.*	Newport, R.I.*	New York, N.Y.*	Philadelphia, Pa.*	Washington, D.C.*	Norfolk, Va.*	Charleston, S.C.*	Jacksonville, Fla.*	Brunswick, Me.*	New Orleans, La.*	Miami, Fla.*	Chicago, Ill.*	Overseas, Atlantic	Overseas, Pacific	Seattle, Wash.*	San Francisco, Calif.*	Long Beach, Calif.*	San Diego, Calif.*	Pearl Harbor, Hawaii*	Misc. Neutral Time	RATING
0					6	0	3			18	4	5	5	1		6	13				16	18	5			6	0					1	12			5H2
0					10	3	4			39	3	5	2	5		10	17				27	27	5			10	1					1	20			5H3
0					0	0	0			2	0	0	0	0		0	0				0	0	0			0	0					0	0			5HSN/SA
0					0	0	1			1		2	0	1							0												1			JOC
0					0	0	1			1		1	1	0							1												1			JO1
1					0	1	0			3		2	0	0							0												0			JO2
0					1	0	0			2		5	0	0							1												2			JO3
0					0	1	0			1		0	0	0							0												0			JOSN/SA
0					0	0	1			1	0	1	0	0		0	0				0	0	0			0						0	0			PCC
1					1	1	1			2	0	3	0	1		1	1				3	2	0			1						0	2			PC1
0					1	1	1			5	0	6	0	0		0	2				1	2	1			0						1	0			PC2
0					3	1	3			4	4	8	3	0		1	2				3	5	1			1						0	2			PC3
1					0	0	0			1	0	7	0	0		0	1				1	0	0			0						0	0			PCSN/SA
						0	0			0		0				0	2				1	1	1			0						0	0			LIC
						1	1			1		1				1	3				4	3	1			1						0	2			LI1
						0	1			0		1				1	0				2	2	0			1						1	2			LI2
						0	0			0		1				1	3				4	4	1			1						0	3			LI3
						0	0			2		0				0	0				0	0	0			0						0	0			LISN/SA
				0	0		1			0			0			0	0				0	0				0							0			DMC
				1	1		0			2			0			2	0				1	2				1							2			DM1
				0	0		1			0			0			0	3				5	0				0							0			DM2
				0	1		1			1			1			1	0				2	1				1							3			DM3
				0	0		0			0			0			0	0				0	0				0							0			DMSN/SA
							1			1		0									1															MUC
							2			2		2									5															MU1
							5			5		4									11															MU2
							5			5		6									12															MU3
							0			0		0									0															MUSN/SA
1			0		1	1	0		2	3		12		0		3	10	2	2	2	14	10	3		2	2	2	3		3	2	2	18		2	MMC
1			0		3	1	2		0	3		8		5		7	24	4	4	4	36	20	6		4	5	2	2		6	4	7	10		0	MM1
0			0		3	3	2		0	1		13		1		13	38	3	3	2	58	42	10		3	12	4	0		5	4	6	24		0	MM2
0			0		1	1	0		0	1		11		0		10	56	3	3	2	70	40	17		3	9	4	0		5	4	11	18		0	MM3
0			2		0	0	0		0	2		0		0		0	3	0	0	0	8	3	0		0	0	0	0		0	0	0	0		0	MMFN/FA
3	1		1	2	4	0	3		1	6	0	5	0	2	0	6	5	1	1	1	10	19	1	1	1	6	5	3	1	0	0	1	27	2	2	ENC
2	1		0	1	9	1	4		0	13	3	13	3	16	0	14	10	0	2	1	27	39	2	1	2	14	6	1	2	0	0	2	34	1	0	EN1
4	0		2	0	5	2	3		0	8	3	14	2	16	2	17	15	4	5	2	30	69	3	2	3	18	10	0	3	1	1	3	41	1	0	EN2
2	0		1	0	12	0	8		0	19	7	15	4	12	0	20	17	0	3	3	39	50	2	3	3	20	5	0	2	0	0	4	46	0	0	EN3
0	0		0	0	2	0	0		0	1	2	0	2	0	0	6	0	0	0	0	6	13	0	0	0	6	0	0	0	0	0	0	16	0	0	ENFN/FA
			0				1			0		2		1		2	7				13	5	1			2		0				0	4			MRC
			0				2			3		4		1		6	24				38	17	6			6		1				1	12			MR1
			0				2			1		4		0		8	33				50	27	8			8		0				0	16			MR2
			0				0			1		2		1		12	43				67	34	12			12		0				1	24			MR3
			1				0			0		0		0		3	0				5	5	0			3		0				0	6			MRFN/FA
1					1				1	0		6		1		1	2	2	2	2	3	0	0	0	2		1	4		3	2	2	9		1	8TC
0					0				0	2		5		0		1	9	2	2	2	10	3	3	0	2		2	0		3	2	4	2		0	8T1
0					3				0	3		7		5		1	20	2	3	3	19	7	6	1	3		2	0		3	2	6	0		0	8T2
0					0				0	3		7		0		2	25	4	4	4	28	9	8	0	4		2	0		6	4	10	0		0	8T3
0					0				0	0		0		0		0	0	0	0	0	0	0	0	0	0		0	0		0	0	0	0		0	8TFN/FA
												1					2				4	0	0													8RC



	ARDUOUS SEA DUTY (Home Port or Base)																				OVERSEAS LOCATIONS									
																					Pacific						Asia			
RATING	Boston, Mass.*	New London, Conn.*	Newport, R.I.*	New York, N.Y.*	Philadelphia, Pa.*	Washington, D.C.*	Norfolk, Va.*	Charleston, S.C.*	Jacksonville, Fla.*	Brunswick, Me.*	New Orleans, La.*	Miami, Fla.	Overseas, Atlantic	Overseas, Pacific	Seattle, Wash.*	San Francisco, Calif.*	Long Beach, Calif.*	San Diego, Calif.*	Pearl Harbor, Hawaii*	Misc. Arduous Sea	Japan	Ryukyu Is.	Philippines	Taiwan (Formosa)	(Guam) Marianas	Midway Is.	Korea	S.E. Asia	Arctic Area	British Isles
BR1	2		6	3	2		36	5	5		3		3	4	4	26	21	36	3						0				1	
EMC	8	68	44	3	3	0	166	88	37		9	24	14	33	10	40	114	153	102	1	0	0	3	2	3	0	1	5	0	0
EM1	32	122	117	7	8	1	381	172	88		14	33	37	104	23	104	254	420	183	2	3	3	16	0	11	2	1	15	0	0
EM2	48	126	155	10	7	4	559	204	130		21	36	62	122	40	195	420	575	200	6	0	2	39	0	16	3	0	73	1	1
EM3	63	163	209	21	8	4	883	252	203		35	53	68	171	72	287	551	843	276	1	1	1	15	0	14	3	0	58	6	0
EMFN/FA	3	0	1	0	0	0	52	9	3		0	1	11	18	0	15	2	25	6	0	1	0	2	0	1	0	0	12	0	0
ICC	3	26	3	0	0	0	18	30	4		1	0	3	3	3	11	18	20	13	0			0	1	2			1	0	
IC1	15	67	62	3	4	1	168	72	42		5	13	14	23	10	51	102	191	88	1			1	0	2			2	2	
IC2	26	97	80	6	3	0	273	149	61		13	17	24	58	17	85	183	265	141	2			4	0	2			5	2	
IC3	28	96	51	4	0	0	254	114	62		10	11	28	22	22	121	161	251	84	0			1	0	3			0	3	
ICFN/FA	7	0	40	2	0	0	112	13	36		3	3	3	16	7	23	59	95	30	0			0	0	0			0	0	
SFC	8	0	46	0	0		116	25	26		2	1	24	25	3	29	74	138	24			0	7	1	3	1		5		
SF1	12	3	86	8	4		231	47	43		7	7	52	75	10	75	170	287	67			1	10	1	11	3		14		
SFM2	12	3	45	3	1	1	173	34	23		3	3	50	46	9	60	121	221	40				7		8	1		28		
SFM3	12	0	42	1	1	0	214	27	26		6	1	46	62	14	87	143	269	38				6		6	0		12		
SFMFN/FA	2	0	6	0	0	0	24	0	3		0	0	8	5	0	5	17	9	1				0		0	0		0		
SFP2	11	1	85	4	2	1	216	24	39		6	3	17	45	9	58	157	253	40				6		4	1		14	1	
SFP3	9	3	33	3	1	0	181	43	27		10	2	41	41	13	78	157	181	11				9		5	3		7	0	
SFPFN/FA	2	0	0	0	0	0	9	4	2		0	0	6	5	0	2	8	7	0				0		0	0		0	0	
DCC	0	0	0	0	0		12	2	5		0	0	1	4	3	12	7	17	2			1	2		8	0	2	10	1	1
DC1	8	0	58	4	3		145	47	36		9	3	16	28	7	50	137	146	43			3	15		9	3	0	11	0	0
DC2	13	4	28	3	2		175	25	29		4	4	29	49	14	70	95	199	46			2	16		11	3	0	46	0	1
DC3	11	0	52	2	0		208	27	45		5	1	20	42	17	82	123	204	23			1	4		7	2	0	63	2	1
DCFN/FA	0	0	0	0	0		2	0	1		0	0	2	3	0	1	4	2	0			0	1		4	0	0	1	0	0
PMC			0				0	0					0	0		1	0	3							0					
PM1			2				2	1					2	2		1	4	6							1					
PM2			2				2	1					2	2		2	4	5							0					
PM3			2				2	0					2	2		2	4	9							0					
PMFN/FA			0				0	0					0	0		0	0	1							0					
MLC			2				2	0					0	0		0	3	3							1		0			
ML1			0				0	1					2	2		2	1	6							0		1			
ML2			2				2	1					2	2		2	4	6							0		0			
ML3			2				2	0					4	4		3	4	9							0		0			
MLFN/FA			0				0	0					0	0		0	0	0							0		0			
EAC			8				0				1						8		2									5		
EA1			16				1				2						15		4							1		11		
EAD2			17								2		1	0			28	0	2			0						7		0
EAD3			16								2		1	2			14	2	0			1						2		1
EADCN/CP			0								0		0	0			0	0	0			0						0		0
EAS2			16								2						14		4			1	1			0		8		
EAS3			17								2						14		8			1	0			1		4		
EASCN/CP			0								0						0		0			0	0			0		1		
CEC			27				0				3		1	0			22	0		0	1	3		1	0	2	0	12	3	0
CE1			50				2				6		7	1			60	1		1	1	4		2	1	5	1	21	5	3
CEP2			26								3		2	1			35	1		0	1	1	0		1	6		24	4	1

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DUTY

(COUNTS AS SEA DUTY)

NEUTRAL TIME
(Home Port or Base)

Europe							Americas				Caribbean																									
Greece	Spain	Others, Europe	North Atlantic	Middle East	Africa	Mediterranean Area	Canada	Central America	South America	Alaska	Bahamas	Gitmo (Cuba)	Others, Caribbean	Others, Overseas	Boston, Mass.*	New London, Conn.*	Newport, R.I.*	New York, N.Y.*	Philadelphia, Pa.*	Washington, D.C.*	Norfolk, Va.*	Charleston, S.C.*	Jacksonville, Fla.*	Brunswick, Me.*	New Orleans, La.*	Miami, Fla.*	Chicago, Ill.*	Overseas, Atlantic	Overseas, Pacific	Seattle, Wash.*	San Francisco, Calif.*	Long Beach, Calif.*	San Diego, Calif.*	Pearl Harbor, Hawaii*	Misc. Neutral Time	RATING
												0					6				8	2	2													BR1
0			0	4	0	0	0			0		9	0	2	0	6	7	2	2	3	15	14	1	1	2	4	1	4	0	3	2	3	17	0	1	EMC
2			0	1	1	1	2			4		4	0	6	0	9	18	2	2	3	31	25	4	1	2	8	6	1	1	1	0	5	22	0	0	EM1
0			0	0	1	0	3			8		12	1	7	2	13	33	4	5	3	44	53	10	1	3	13	3	0	2	4	3	5	29	1	0	EM2
8			1	0	1	0	5			4		5	0	7	0	21	46	2	3	7	74	52	10	3	3	19	2	0	1	2	0	11	40	0	0	EM3
0			2	0	0	0	0			4		0	0	0	0	5	1	0	0	0	10	9	0	0	0	5	0	0	0	0	0	0	11	0	0	EMFN/FA
0					1		0					0		0		2	3	0	0	0	6	5	1	0	0	2	0	2		0	0	0	8			ICC
0					0		1					1		0		4	10	2	3	3	15	11	3	1	3	3	1	0		3	2	3	6			IC1
2					2		0					2		1		7	16	0	0	0	19	20	6	0	0	7	0	0		0	0	2	16			IC2
1					3		0					1		0		8	17	0	0	0	25	23	6	0	0	8	0	0		0	0	3	17			IC3
0					0		0					0		0		5	1	0	0	0	7	5	0	0	0	5	0	0		0	0	0	11			ICFN/FA
0					0		0			1		9		2		7	16	0			25	21	4			7	0	1	0			0	14			SFC
1					1		1			2		6		6		18	42	1			67	46	10			18	5	1	2			1	38			SF1
						1	0			1		5		1		12	41			1	57	41	10			12			2			1	24			SFM2
						0	1			0		5		1		22	50			0	77	50	9			22			0			1	46			SFM3
						0	0			0		0		0		3	0			0	4	6	0			3			1			0	6			SFMFN/FA
1										1		0		1		11	32	2	3	2	45	30	10	0	3	10	1			3	2	3	20			SFP2
0										4		2		0		14	39	0	0	0	59	38	9	1	0	14	0			0	0	2	29			SFP3
0										0		0		0		3	1	0	0	0	8	6	0	0	0	3	0			0	0	0	6			SFPFN/FA
0			0		0	0	2			1		7		0	0	1	3	0	0		7	4	0			1	0	0	0	0	0	0	22			DCC
0			0		5	1	1			0		7		6	0	2	9	0	0		14	10	2			2	0	4	0	0	0	1	6			DC1
1			1		3	2	2			2		2		2	0	4	11	0	0		15	11	2			4	6	0	1	0	0	0	8			DC2
0			0		0	0	1			1		3		1	2	5	23	2	2		24	19	6			6	0	0	0	1	1	3	11			DC3
0			0		0	0	0			1		0		0	0	1	1	0	0		6	3	0			1	0	0	0	0	0	0	2			DCFN/FA
																1	1				2	1	0			1							2			PMC
																1	3				4	3	1			1							2			PM1
																1	3				4	3	1			1							2			PM2
																1	4				5	3	1			1							2			PM3
																0	0				0	0	0			0							0			PMFN/FA
																1	2				2	2	1			1							2			MLC
																1	2				4	2	0			1							2			ML1
																1	3				4	3	1			1							2			ML2
																2	4				6	4	1			2							4			ML3
																0	0				0	0	0			0							0			MLFN/FA
						0				0		0	0	1																						EAC
						1				1		2	1	0																						EA1
					3	0				3	0	1																								EAD2
					0	1				0	1	1																								EAD3
					0	0				0	0	0																								EADCN/CP
							0			1		1																								EAS2
							1			0		2																								EAS3
							0			0		0																								EASCN/CP
0	0				2	1	1			5	3	2	3	4																						CEC
1	1				7	1	2			16	3	6	2	3																						CE1
2					4					7	0	4		2																						CEP2

RATING	ARDUOUS SEA DUTY (Home Port or Base)																				OVERSEAS LOCATIONS									
																				Pacific						Asia			
	Boston, Mass.*	New London, Conn.*	Newport, R.I.*	New York, N.Y.*	Philadelphia, Pa.*	Washington, D.C.*	Norfolk, Va.*	Charleston, S.C.*	Jacksonville, Fla.*	Brunswick, Me.*	New Orleans, La.*	Miami, Fla.	Overseas, Atlantic	Overseas, Pacific	Seattle, Wash.*	San Francisco, Calif.*	Long Beach, Calif.*	San Diego, Calif.*	Pearl Harbor, Hawaii*	Misc. Arduous Sea	Japan	Ryukyu Is.	Philippines	Taiwan (Formosa)	(Guam) Marianas	Midway Is.	Korea	S.E. Asia	Arctic Area	British Isles
CEP3			51								6		3	0			42	0		1	2	1	2		1	7		13	6	0
CEPCN/CP			1								0		0	0			0	0		0	0	0	0		0	0		0	0	0
CES2			16								2		1				14					1				2		18	2	
CES3			15								2		0				14					1				3		7	0	
CESCN/CP			0								0		0				0					1				0		40	0	
CET2			24				0				3		1	3			21	3					0			1	2	18	1	
CET3			24				1				3		1	2			21	2					1			1	0	9	0	
CETCN/CP			0				0				0		0	0			0	0					0			0	0	0	0	
CEW2			40				1				5		2				35			0		0	0			1		11	2	
CEW3			65				2				8		2				56			1		2	1			2		5	3	
CEWCN/CP			1				0				0		0				0			0		0	0			0		0	0	
EOC			58				4				7		2	1			64	2		0	1	3	2	1	1	1	1	11	0	0
EO1			162				9				20		8	3			140	2		1	1	7	3	3	4	1	0	16	3	1
EOH2			145				2				18		4	6			127	4		2	1	4	12	10	1	2		136	2	
EOH3			210				5				26		0	2			182	2		1	0	12	13	0	13	3		81	1	
EOHCN/CP			4				0				0		0	0			0	0		0	0	8	0	0	0	0		65	0	
EON2			210				7				26		6	7			196	9		0		2	0		2	2		66		
EON3			242				8				30		11	14			210	14		2		3	2		2	4		83		
EONCN/CP			4				0				0		0	0			0	0		0		3	0		0	0		11		
CMC			34				2				4		3	1			29	1	0	0	0	2	0	2		6	1	9	1	0
CM1			81				9				10		6	2			86	2	2	1	1	3	1	7	1	8	0	21	6	1
CMA2			80				9	1			10		4	2			71	3	0	2		3	3	6	0	2		49	5	0
CMA3			97				12	0			12		4	4			84	4	2	3		2	0	1	2	3		43	5	1
CMACN/CP			0				0	0			0		0	0			0	0	0	0		0	0	0	0	0		53	0	0
CMH2			81				5				10		6	8			84	8		1	1	0			2	6		20	1	1
CMH3			112				7				14		4	2			98	2		0	1	2			0	10		14	1	0
CMHCN/CP			0				0				0		0	0			0	0		0	0	0			0	0		0	0	0
BUC			90				0				11		3	0			78	0		1	2	2	1	1	0	3	1	13	0	3
BU1			163				1				20		1	1			156	1		1	1	4	1	4	1	4	1	36	2	1
BUL2			128								16		6	2			126	2		1		6		4	4	3		29	3	
BUL3			206								25		4	1			175	1		1		3		1	1	7		27	3	
BULCN/CP			4								0		0	0			0	0		0		1		0	0	0		0	0	
BUH2			116				1				14						98			0	1				0	2		27		
BUH3			114				2				14						98			1	0				2	2		15		
BUHCN/CP			5				0				0						0			0	0				0	0		40		
BUR2			88								11						77											11		
BUR3			112								14						98											5		
BURCN/CP			2								0						0											0		
SWC			28				1				3			1			22	1				0				1		7	1	
SW1			58				3				7			2			51	2				1				2		8	1	
SWE2			52				4				6			2			42	4				1				0		9	1	
SWE3			62				5				7			2			49	2				2				1		5	1	
SWECN/CP			10				0				0			0			0	0				0				0		20	0	

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Europe							Americas				Caribbean																									
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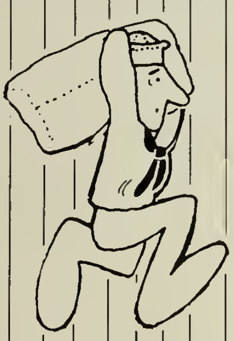
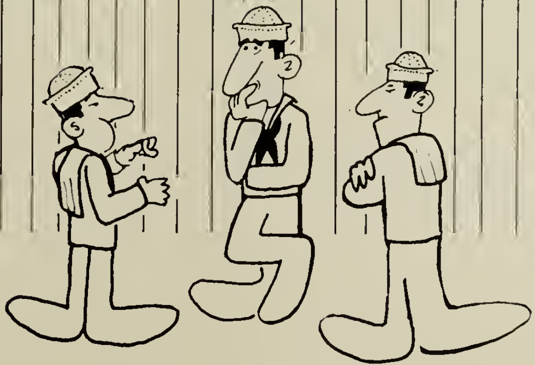
0					12					6	1	4		1																						CEP3
0					0					3	0	1		0																						CEPCN/CP
0					1	1	1			1		0	1	1																						CES2
1					0	1	1			3		2	2	0																						CES3
0					0	0	0			0		0	0	0																						CESCN/CP
					1		1			6		4		1																						CET2
					2		1			6		2		0																						CET3
					0		0			0		0		0																						CETCN/CP
					1	0	1			2	3	5	3	11																						CEW2
					9	1	1			6	0	9	2	3																						CEW3
					1	0	0			0	0	7	0	0																						CEWCN/CP
1					2	1	0			2		2	1	0							1															EOC
0					2	2	2			6		2	1	3							1															EO1
					1	0	3			9	3	2	2	1																						EOH2
					4	1	2			23	1	5	0	0																						EOH3
					2	0	0			0	0	5	0	0																						EOHCN/CP
					0	0	3			5		7	2	4																						EON2
					4	1	3			3		5	3	0																						EON3
					0	0	0			2		9	0	0																						EONCN/CP
0			0	1	2	1	2			1	0	1	1	0							0															CMC
1			1	0	4	1	2			6	3	3	3	1							1															CM1
2					3	2	3			10	2	5	1	1																						CMA2
0					0	0	2			10	3	6	4	0																						CMA3
0					0	0	0			0	1	7	0	0																						CMACN/CP
					4	1	2			6		6	1	3																						CMH2
					4	0	2			11		B	1	0																						CMH3
					0	0	0			2		6	0	0																						CMHCN/CP
1			0		1	2	3			1	0	3	1	B																						BUC
1			1		3	1	4			11	3	2	2	4																						BU1
1					1	1	3			12	0	4	0	12																						BUL2
0					3	2	4			1B	3	3	2	5																						BUL3
1					0	0	0			2	0	3	0	0																						BULCN/CP
							2			1		1																								BUH2
							5			3		1																								BUH3
							0			0		2																								BUHCN/CP
					2		2			0		2		1																						BUR2
					1		3			1		1		1																						BUR3
					0		0			0		2		0																						BURCN/CP
							1			1		0	0	9																						SWC
							1			3		2	1	1																						SW1
							2			3		4																								SWE2
							0			3		1																								SWE3
							0			2		1																								SWECN/CP





	ARDUOUS SEA DUTY (Home Port or Base)																				OVERSEAS LOCATIONS									
																					Pacific						Asia			
RATING	Boston, Mass.*	New London, Conn.*	Newport, R.I.*	New York, N.Y.*	Philadelphia, Pa.*	Washington, D.C.*	Norfolk, Va.*	Charleston, S.C.*	Jacksonville, Fla.*	Brunswick, Me.*	New Orleans, La.*	Miami, Fla.	Overseas, Atlantic	Overseas, Pacific	Seattle, Wash.*	San Francisco, Calif.*	Long Beach, Calif.*	San Diego, Calif.*	Pearl Harbor, Hawaii*	Misc. Arduous Sea	Japan	Ryuku Is.	Philippines	Taiwan (Formoso)	(Guam) Marianas	Midway Is.	Korea	S.E. Asia	Arctic Area	British Isles
SWF2			39				3				4		2	3			49	3		0	1					2		17		
SWF3			51				6				7		0	1			42	3		1	0					2		7		
SWFCN/CP			6				0				0		0	0			0	0		0	0					0		0		
UTC			17								2		2				15			0	1	1	1	1	2	2	0	10	1	1
UT1			51								6		3				58			1	0	5	0	4	1	5	1	17	4	3
UTA2			16								2		1	2			14	2				1	2					16	1	
UTA3			16								2		0	0			14	0				2	0					10	2	
UTACN/CP			0								0		0	0			0	0				1	0					0	0	
UTB2			17								2		2				14				1					4		7	1	
UTB3			17								2		1				14				0					6		1	0	
UTBCN/CP			1								0		0				0				0					0		40	0	
UTP2			43								5		4				39			1		1	0	2	2	4		11	2	
UTP3			56								7		3				45			0		1	2	0	0	6		11	2	
UTPCN/CP			1								0		0				0			0		1	0	0	0	0		0	0	
UTW2			16				1				2		4	2			14	2					1			0		42	1	
UTW3			24				2				3		2	2			21	2					2			4		22	0	
UTWCN/CP			0				0				0		0	0			0	0					0			0		0	0	
ADRC	1		16		4	10	27		12	6	0		7	1	14	20	6	37	0		22	6	10	2	18	3	1	3	5	
ADR1	1		42		11	16	66		26	14	1		29	1	36	101	2	80	1		33	6	14	1	33	1	1	3	5	
ADR2	1		48		24	20	90		40	22	1		28	1	48	72	4	115	0		53	7	18	1	40	5	0	3	8	
ADR3	0		72		14	22	129		56	36	1		18	0	86	68	6	211	2		65	10	21	0	56	5	0	1	12	
ADRAN/AA	2		22		5	4	44		18	14	0		7	0	32	28	6	83	1		64	3	18	0	24	1	0	0	8	
ADJC	0		11		4	17	48	0	68	12		0	3	7	22	84	0	66	16	2	9	2	4		9	0			0	
ADJ1	3		70		32	32	143	7	133	28		1	18	23	61	125	29	185	38	5	20	9	19		13	2			1	
ADJ2	0		42		61	41	185	0	209	44		0	15	26	86	253	2	244	48	8	23	8	29		16	2			2	
ADJ3	1		57		83	73	301	0	311	77		0	4	46	79	281	6	391	59	12	37	8	36		20	1			2	
ADJAN/AA	0		18		37	21	110	0	144	27		0	3	19	57	175	2	182	40	4	34	2	16		11	0			2	
ATC	0		19		3	20	51		55	18	0		4	5	25	61	1	90	15	2	24	3	7	0	11	1		0	2	
AT1	1		53		16	27	130		143	32	1		8	7	70	133	4	191	37	5	60	10	20	2	33	3		2	6	
ATW2																														
ATW3																														
ATWAN/AA																														
ATR2			40		10	19	106		141	27			6	6	58	113	0	161	26	2	31	9	7		48			1	3	
ATR3			54		14	25	138		172	36			6	6	62	136	2	224	33	5	37	8	11		60			1	2	
ATRAN/AA			13		6	4	43		55	11			3	6	23	50	3	68	11	1	35	3	1		35			0	2	
ATN2	3		96		30	28	141	7	112	22	2	1	7	14	57	134	31	201	41	6	30	13	24		36	2	0		6	
ATN3	0		68		37	25	158	0	144	38	0	0	8	7	75	201	0	238	41	10	46	11	17		42	2	1		4	
ATNAN/AA	0		21		12	10	61	0	64	15	0	0	3	4	25	75	0	115	11	4	34	1	6		18	0	0		4	
AXC	1		22		0	6	16		10	14			3	1	12	16	4	40	16		0	1	2	1					1	
AX1	0		41		2	19	35		27	34			9	0	32	26	4	88	23		2	2	3	0					1	
AX2	0		67		4	28	48		38	47			10	0	44	47	0	153	44		3	4	4	0					1	
AX3	0		100		6	46	72		61	75			15	0	66	68	0	223	64		2	1	2	0					0	
AXAN/AA	0		25		0	9	22		15	21			6	0	28	18	0	81	17		0	2	0	0					0	
AOC	0		6		1	6	41	1	46	10	0		2	5	15	52	4	45	9	2	0	1	4	0	2	1		0	1	
AO1	2		12		3	9	81	1	83	15	2		3	12	43	136	16	124	13	4	2	5	12	0	3	2		0	3	
AO2	3		14		7	16	136	2	159	25	3		6	13	69	266	24	171	31	6	5	6	15	1	8	0		1	4	
AO3	4		32		6	25	251	2	263	44	4		10	17	118	402	32	315	31	9	8	5	23	0	5	1		0	3	
AOAN/AA	3		10		0	10	216	0	157	17	0		4	12	82	188	12	187	13	3	4	1	12	0	1	0		0	5	
AQC							29		21					6	7	3		32		2	2		0		1					
AQ1							77		44					11	37	12		58		4	4		3		2					

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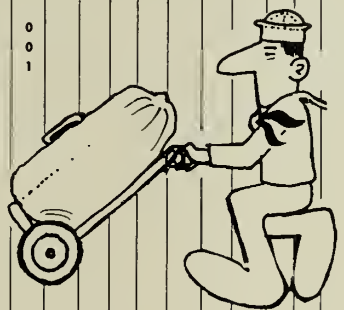
NEUTRAL TIME
(Home Port or Base)



Europe							Americas				Caribbean																									
Greece	Spain	Others, Europe	North Atlantic	Middle East	Africa	Mediterranean Area	Canada	Central America	South America	Alaska	Bahamas	Gitmo (Cuba)	Others, Caribbean	Others, Overseas	Boston, Mass.*	New London, Conn.*	Newport, R.I.*	New York, N.Y.*	Philadelphia, Pa.*	Washington, D.C.*	Norfolk, Va.*	Charleston, S.C.*	Jacksonville, Fla.*	Brunswick, Me.*	New Orleans, La.*	Miami, Fla.*	Chicago, Ill.*	Overseas, Atlantic	Overseas, Pacific	Seattle, Wash.*	San Francisco, Calif.*	Long Beach, Calif.*	San Diego, Calif.*	Pearl Harbor, Hawaii*	Misc. Neutral Time	RATING
1					2	1	0			2	0	1	0	0																						SWF2
0					2	0	4			2	2	2	2	1																						SWF3
0					0	0	0			0	0	2	0	0																						SWFCN/CP
0	1				1	1	1			3	0	1	1	10																						UTC
1	0				9	1	4			8	3	2	2	0																						UT1
1					2	1	0			2	3	3	1	1							0															UTA2
0					4	1	1			1	2	5	3	0							0															UTA3
0					0	0	0			0	0	0	0	0							1															UTACN/CP
1					0	1	1			3		0		0																						UTB2
0					6	0	2			0		2		1																						UTB3
0					0	0	0			0		0		0																						UTBCN/CP
1					3	1	2			3		4	1	5																						UTP2
0					4	1	2			9		5	2	2																						UTP3
0					4	0	0			2		5	0	0																						UTPCN/CP
					2	0	1			2	0	0	1	0																						UTW2
					1	1	1			0	2	9	2	1																						UTW3
					0	0	0			0	0	3	0	0																						UTWCN/CP
1			0	1	5	1	5		3	7		4	0	0							0		0					0					6			ADRC
0			1	0	1	2	9		0	6		7	0	0							1		1					1					11			ADR1
0			3	0	1	4	10		0	8		8	1	1							0		2					0					4			ADR2
0			0	0	1	6	16		0	10		14	1	1							2		1					0					8			ADR3
0			0	0	0	4	4		0	7		7	0	0							1		0					0					6			ADRAN/AA
						2	0			1		2		2			0				0	0	1					1					1		1	ADJC
						0	2			5		5		2			1				1	1	2					0					1		0	ADJ1
						3	2			5		7		12			0				0	0	2					0					4		0	ADJ2
						2	3			2		10		9			0				0	0	2					0					3		0	ADJ3
						0	2			2		3		0			0				0	0	0					0					2		0	ADJAN/AA
0			1	0	1	1	2		3	3		2	0	3									0					1					2			ATC
1			0	1	5	2	4		0	7		8	1	5									1					1					8			AT1
									0																											ATW2
									1																											ATW3
									0																											ATWAN/AA
			0			1	2			3		2		2									0										1			ATR2
			1			2	2			3		7		4									1										0			ATR3
			0			0	0			1		2		2									0										0			ATRAN/AA
			1		1	2	2			6		9	1	11			1				2	1	2										13			ATN2
			1		1	2	1			6		9	0	7			0				1	0	1										7			ATN3
			0		0	2	3			6		4	0	1			0				1	0	0										4			ATNAN/AA
						0	1			1		0																1								AXC
						0	0			4		1																1								AX1
						1	1			6		2																0								AX2
						0	1			0		3																0								AX3
						0	5			0		0																0								AXAN/AA
			0		0	1	2			1		2	0	0									0										1			AOC
			1		1	3	2			3		6	1	0									1										0			AO1
			0		0	1	2			1		9	0	0									3										0			AO2
			1		1	1	3			2		9	0	6									2										0			AO3
			1		0	0	0			4		16	0	8									0										0			AOAN/AA
												0																1								AQC
												2																1								AQ1

RATING	ARDUOUS SEA DUTY (Home Port or Base)																				OVERSEAS LOCATIONS									
																					Pacific						Asia			
	Boston, Mass.*	New London, Conn.*	Newport, R.I.*	New York, N.Y.*	Philadelphia, Pa.*	Washington, D.C.*	Norfolk, Va.*	Charleston, S.C.*	Jacksonville, Fla.*	Brunswick, Me.*	New Orleans, La.*	Miami, Fla.	Overseas, Atlantic	Overseas, Pacific	Seattle, Wash.*	San Francisco, Calif.*	Long Beach, Calif.*	San Diego, Calif.*	Pearl Harbor, Hawaii*	Misc. Arduous Sea	Japan	Ryuku Is.	Philippines	Taiwan (Formosa)	(Guam) Marianas	Midway Is.	Korea	S.E. Asia	Arctic Area	British Isles
AO82							50		49						51	13		4	1		6		2		4					
AOB3							55		68						49	13		4	0		7		0		6					
AO8AN/AA							12		24						35	3		1	1		1		0		4					
AOF2							100		19					20	4	12		92		6	1		4							
AOF3							115		30					18	7	26		108		10	2		2							
AQFAN/AA							50		11					13	2	9		72		3	1		0							
ACC	1		1				8		10		1		1		1	4	4	7				0	6		4	4			9	
AC1	2		2				22		18		2		1		6	18	10	22				1	12		9	11			5	
AC2	6		6				46		32		4		1		10	35	30	44				2	18		8	11			6	
AC3	0		0				14		1		0		1		1	0	4	15				1	24		13	12			9	
ACAN/AA	0		0				0		0		0		0		0	0	0	0				0	0		0	0			0	
A8EC	2		2				13		7		2			1	3	8	8	8					2		1	0				
A8E1	7		7				42		25		6			0	10	27	28	32					2		0	0				
A8E2	11		11				66		37		10			0	15	51	44	48					2		0	1				
A8E3	10		10				77		49		15			0	19	57	48	68					4		0	0				
A8EAN/AA	0		0				0		0		0			0	0	0	0	0					2		0	0				
A8FC	1		1				13		5	0	1		1		2	6	6	8	0		1	1	0	1	0	1			1	
A8F1	1		1				22		12	0	2		7		7	18	6	20	0		3	1	2	0	3	1			3	
A8F2	2		3				50		23	2	3		8		17	41	12	39	4		2	2	3	0	6	1			4	
A8F3	5		5				64		31	0	7		4		18	47	34	58	0		0	3	4	0	5	0			8	
A8FAN/AA	0		0				1		0	0	0		0		0	0	2	0	0		0	3	3	0	0	0			0	
A8HC	2		3		0	0	23		11	0	1		1	0	5	14	14	19	0	0	0	0	4		4	1			1	
A8H1	4		13		2	6	64		40	8	3		5	5	15	34	22	67	4	1	4	3	10		6	1			2	
A8H2	8		22		1	6	78		56	6	8		9	1	16	78	40	85	0	1	4	6	17		6	1			3	
A8H3	13		17		0	0	112		56	0	12		0	0	25	84	78	109	4	0	2	12	21		2	2			9	
A8HAN/AA	0		0		0	1	8		1	0	0		0	0	0	4	8	12	3	0	0	4	9		2	0			0	
AEC	0		11		3	8	42		40	12	0		3	6	25	46	0	62	12	1	8	3	4		7	1	0	0	3	
AE1	1		36		14	19	126		100	20	1		5	13	56	89	6	131	28	4	18	8	13		18	1	0	2	6	
AE2	1		53		42	33	199		172	38	0		7	23	71	178	0	274	34	6	29	10	16		24	2	0	2	6	
AE3	1		67		47	37	316		235	63	0		16	34	108	240	8	369	40	10	36	10	24		34	1	1	1	10	
AEAN/AA	0		26		15	14	92		94	22	0		5	17	54	92	8	209	26	4	43	4	10		13	1	0	0	5	
AM5C	0		11		2	5	26		26	5	0		2	3	16	38	0	54	7	1	10	3	5		5	1	0	0	1	
AMS1	1		18		13	11	78		55	10	1		7	10	31	60	6	112	9	3	19	3	11		13	1	0	0	1	
AM52	0		34		26	15	113		108	18	1		10	15	54	131	0	192	28	5	24	9	18		19	1	0	2	1	
AM53	1		47		53	31	187		153	32	0		4	30	54	159	2	285	28	8	35	11	14		27	1	1	0	3	
AM5AN/AA	0		15		19	8	77		72	10	0		2	14	31	64	6	139	23	4	40	6	12		15	0	0	0	6	
AMHC	0		4		3	4	32		38	5			1	5	7	27	0	41	4	1	6	0	4	0	5	0		0	0	
AMH1	0		19		13	12	70		59	8			7	13	25	57	0	112	11	3	12	4	11	0	12	0		3	2	
AMH2	1		34		33	14	113		75	11			8	16	41	71	2	190	15	5	22	5	9	1	16	1		0	1	
AMH3	0		48		52	21	176		149	19			2	22	40	118	0	242	15	8	27	3	12	0	21	1		0	1	
AMHAN/AA	0		15		10	5	72		56	5			1	13	28	49	2	113	11	4	31	2	7	0	12	0		0	0	
AMEC	0		0		0	3	11		12	3	0		0	3	0	4	0	14	4	1	0	0	0		0			0	0	
AME1	0		1		2	5	22		30	3	0		0	5	7	27	0	37	4	2	4	1	1		5			0	1	
AME2	1		8		6	7	57		55	8	1		1	7	19	57	4	62	11	3	10	4	6		6			0	1	
AME3	0		13		6	11	95		87	9	0		0	12	13	85	0	112	16	4	20	1	7		6			1	1	
AMEAN/AA	0		0		0	7	16		40	8	0		1	4	7	37	2	29	12	1	13	0	1		1			0	0	
PRC	0		1		1	3	15		5	3	0		0	2	1	2	0	13	0	1	0	1	2		2	0		0	0	
PR1	1		12		3	4	26		33	5	0		5	3	7	36	4	41	4	1	3	1	4		4	0		0	1	
PR2	0		14		6	5	44		31	3	1		0	5	18	30	0	53	4	1	9	2	6		4	1		1	1	
PR3	1		14		7	7	70		52	8	0		1	10	7	41	6	100	4	1	11	3	3		6	1		0	2	
PRAN/AA	0		0		0	0	5		12	2	0		1	2	6	32	0	26	8	0	13	1	4		1	0		0	0	
AGC	1		0	0	0	3	12		1		0	0	1	4	1	0	3	6	0			3	6	0	9	4		0	4	0
AG1	2		4	1	1	9	31		8		1	2	5	7	4	9	6	19	0			4	11	1	21	5		2	5	2
AG2	7		4	0	2	7	46		13		1	2	4	8	5	14	13	23	4			5	16	2	22	4		4	7	2

Prepared by ALL HANDS Magazine

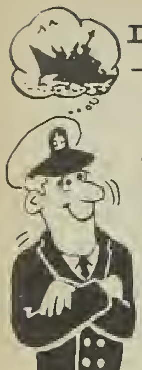
DUTY

(COUNTS AS SEA DUTY)

NEUTRAL TIME

(Home Port or Base)

Europe							Americas				Caribbean																									
Greece	Spain	Others, Europe	North Atlantic	Middle East	Africa	Mediterranean Area	Canada	Central America	South America	Alaska	Bahamas	Gitmo (Cuba)	Others, Caribbean	Others, Overseas	Boston, Mass.*	New London, Conn.*	Newport, R.I.*	New York, N.Y.*	Philadelphia, Pa.*	Washington, D.C.*	Norfolk, Va.*	Charleston, S.C.*	Jacksonville, Fla.*	Brunswick, Me.*	New Orleans, La.*	Miami, Fla.*	Chicago, Ill.*	Overseas, Atlantic	Overseas, Pacific	Seattle, Wash.*	San Francisco, Calif.*	Long Beach, Calif.*	San Diego, Calif.*	Pearl Harbor, Hawaii*	Misc. Neutral Time	RATING
																																				AQB2
																																				AQB3
																																				AQBAN/AA
												3											1													AQF2
												3											0													AQF3
												0											0													AQFAN/AA
					2	4	7			4	0	3	0	3																						ACC
					5	6	9			9	0	9	1	B																						AC1
					4	9	17			12	1	12	0	11																						AC2
					2	7	13			16	1	19	1	B																						AC3
					0	0	0			0	0	0	0	1																						ACAN/AA
												0		0														1					1			ABEC
												2		0														0					0			ABE1
												0		1														0					0			ABE2
												0		2														0					1			ABE3
												0		0														0					0			ABEAN/AA
					0	1				1	0	1		0							1		0					0					1			ABFC
					1	1				0	1	1		1							0		1					1					0			ABF1
					1	1				2	1	4		0							0		0					0					0			ABF2
					1	2				6	0	4		2							0		0					0					0			ABF3
					0	0				0	0	0		0							0		0					0					0			ABFAN/AA
			0		1	1	1			2		2	0	3														1					2		1	ABHC
			0		1	0	2			3		5	1	4														0					0		0	ABH1
			1		2	1	3			1		19	0	4														0					0		0	ABH2
			0		3	2	3			B		34	0	0														0					0		0	ABH3
			0		0	0	0			0		0	0	0														0					0		0	ABHAN/AA
			0		0	1	2			2		2	0	0									1					1					1		1	AEC
			0		0	2	2			5		6	0	1									1					1					2		0	AE1
			2		1	3	3			3		10	1	5									2					0					4		0	AE2
			0		1	2	1			4		10	0	4									1					0					B		0	AE3
			0		0	0	B			3		5	0	0									0					0					2		0	AEAN/AA
			1		0	1	2			3		4	0	0							0		1					1					2			AMSC
			0		0	1	3			3		5	1	0							0		1					0					2			AMS1
			1		0	1	4			4		10	0	2							1		1					0					9			AMS2
			1		1	4	2			1		17	0	0							1		2					0					9			AMS3
			0		0	0	0			4		3	0	1							1		0					0					10			AMSAN/AA
					0	0	1			1		0	0	0									0					0								AMHC
					0	0	1			3		4	0	0									1					1								AMH1
					1	2	1			5		7	0	0									3					0								AMH2
					0	2	2			4		9	1	7									1					0								AMH3
					0	0	0			0		0	0	0									0					0								AMHAN/AA
			0		0	0	0			0		0		0									0													AMEC
			0		0	0	1			2		1		0									0													AME1
			0		0	0	2			2		2		0									1													AME2
			1		1	1	1			1		3		1									1													AME3
			0		0	0	0			0		1		0									0													AMEAN/AA
			0			0	0			1		1											0										0			PRC
			0			1	1			2		2											1										0			PR1
			1			0	1			1		2											0										1			PR2
			0			1	1			1		3											0										3			PR3
			0			0	0			0		3											0										0			PRAN/AA
					1	1	1			7		2	1	1							1	0											0			AGC
					1	4	4			10		2	1	1							0	1											2			AG1
					3	3	7			14		8	2	3							0	0											1			AG2



II. TABLE 9 OF 9

SEA

RATING	ARDUOUS SEA DUTY (Home Port or Base)																				OVERSEAS LOCATIONS									
																					Pacific						Asia			—
	Boston, Mass.*	New London, Conn.*	Newport, R.I.*	New York, N.Y.*	Philadelphia, Pa.*	Washington, D.C.*	Norfolk, Va.*	Charleston, S.C.*	Jacksonville, Fla.*	Brunswick, Me.*	New Orleans, La.*	Miami, Fla.	Overseas, Atlantic	Overseas, Pacific	Seattle, Wash.*	San Francisco, Calif.*	Long Beach, Calif.*	San Diego, Calif.*	Pearl Harbor, Hawaii*	Misc. Arduous Sea	Japan	Ryukyu Is.	Philippines	Taiwan (Formosa)	(Guam) Marianas	Midway Is.	Korea	S.E. Asia	Arctic Area	British Isles
AG3	6		8	0	2	0	43		17		3	2	4	21	9	16	19	33	2			6	20	0	36	4		2	16	1
AGAN/AA	1		0	0	0	0	11		6		0	0	0	0	3	12	2	12	0			0	5	0	4	0		0	0	0
TDC	0						0							0				0											0	
TD1	0						0							0				0											1	
TD2	1						2							1				1											0	
TD3	0						0							0				0											0	
TDAN/AA	0						0							0				0											1	
AKC	0		1		2	3	13		14	3	0		0	2	2	5	0	13	0	0	3	4	7	0	6	0		0	3	
AK1	1		13		2	3	51		42	5	1		3	4	14	47	6	56	4	1	7	5	7	0	4	1		2	5	
AK2	3		14		3	8	63		58	8	2		3	4	26	69	15	72	7	2	16	7	26	0	9	2		1	7	
AK3	5		25		14	10	97		69	13	3		5	11	29	80	30	127	9	3	18	9	24	1	16	1		2	12	
AKAN/AA	0		0		0	1	2		1	0	0		0	0	2	16	2	14	11	0	7	14	13	0	2	0		0	0	
AZC	0		4		1	0	5		3	0	0			0	1	1	0	11	0	1	0	2	3		0	0		0	1	
AZ1	0		11		4	5	29		32	5	0			6	16	31	0	46	4	1	2	2	6		3	0		1	0	
AZ2	1		9		5	5	39		36	7	0			6	17	44	4	46	4	2	8	4	11		6	1		0	1	
AZ3	0		16		13	11	61		52	11	1			6	13	39	5	69	9	4	9	6	11		8	1		0	0	
AZAN/AA	0		6		0	1	3		1	0	0			1	8	17	0	35	11	0	4	4	5		1	0		0	0	
ASC	0		1				6		4		1				1	3	0	4				0	1		1	0			2	
AS1	1		1				9		7		1				3	9	4	10				7	6		2	1			1	
ASE2			1				7		10		1				1	4	4	4				3	2						2	
ASE3			1				11		12		3				2	4	4	7				1	3						0	
ASEAN/AA			0				2		2		0				1	2	0	2				2	3						1	
ASH2			1				11		8		1				1	4	4	4				3	6						2	
ASH3			0				10		10		1				3	6	4	8				5	8						1	
ASHAN/AA			1				2		4		1				2	5	0	6				0	11						1	
ASM2	1		0				11		7		1				4	9	4	12				5	11			1			2	
ASM3	1		1				18		15		0				3	10	8	10				2	5			0			3	
ASMAN/AA	0		0				6		6		2				3	9	0	10				0	5			0			1	
PHC	0		3	0	0	0	13	0	21	0	0		2	1	1	4	0	25	2	0	2	1	4	1	5	0		2	1	0
PH1	2		19	0	3	4	42	1	67	3	2		9	6	8	24	19	73	0	1	4	2	11	0	19	1		9	1	0
PH2	1		14	1	0	5	48	2	103	5	1		9	5	10	29	17	69	5	0	10	2	23	1	33	0		6	7	1
PH3	2		25	0	0	7	38	2	140	8	3		10	2	13	34	20	99	6	0	14	1	26	0	39	0		4	3	0
PHAN/AA	0		0	0	0	0	0	0	6	0	0		0	1	0	10	0	16	8	0	0	0	0	0	2	0		1	0	0
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HM1	7	1	41	8	3	3	138	176	38	5	8	5	22	307	15	113	117	436	37	3	4	5	22	29	35	1	4	55	8	5
HM2	7	0	51	12	2	2	128	169	32	0	8	0	15	317	10	135	161	463	10	3	10	9	32	20	51	4	0	57	9	5
HM3	10	0	34	21	5	3	168	210	37	5	5	0	13	518	31	181	151	789	15	1	4	3	48	14	83	3	1	77	12	3
HN/HA	9	0	24	6	0	0	71	315	19	0	7	0	8	496	10	259	84	806	0	0	7	5	60	5	142	1	1	60	5	0
DTC	0		2				5	2	2		0		2	9	1	4	4	11	0		0	0	0	0	0	0	0	2	1	0
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Prepared by ALL HANDS Magazine

DUTY

(COUNTS AS SEA DUTY)															NEUTRAL TIME (Home Port or Base)																					
Europe							Americas				Caribbean																									
Greece	Spain	Others, Europe	North Atlantic	Middle East	Africa	Mediterranean Area	Canada	Central America	South America	Alaska	Bahamas	Gitmo (Cuba)	Others, Caribbean	Others, Overseas	Boston, Mass.*	New London, Conn.*	Newport, R.I.*	New York, N.Y.*	Philadelphia, Pa.*	Washington, D.C.*	Norfolk, Va.*	Charleston, S.C.*	Jacksonville, Fla.*	Brunswick, Me.*	New Orleans, La.*	Miami, Fla.*	Chicago, Ill.*	Overseas, Atlantic	Overseas, Pacific	Seattle, Wash.*	San Francisco, Calif.*	Long Beach, Calif.*	San Diego, Calif.*	Pearl Harbor, Hawaii*	Misc. Neutral Time	RATING
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TAFFRAIL TALK

When this special issue on the subject of "Your Next Assignment" and "Seavey-Shorvey" went to press, the entire staff of ALL HANDS heaved a sigh of relief. You can be sure that the typographer and printer felt the same way when the final pages of type and illustrations were placed in position and the presses began to roll.

A great many manhours of pure hard work and painstaking research went into the accumulation of facts and figures which, we hope, will be helpful to the men in the Fleet, ashore and afloat, at home and overseas. This project could not have been accomplished without the friendly cooperation of the Enlisted Personnel Division, better known as Pers-B2, and particularly the various "cognizant" offices in the Enlisted Distribution Branch.

It would be difficult to single out all of the individuals who helped put this issue together, but special praise is due to Journalist First Class Jon Franklin, USN, for his writing and compiling statistical data, and to staff artists Michael Tuffli, a seasoned veteran, and Seaman Apprentice Robert Swain, USNR. You'll also see contributions from some earlier staff artists of ALL HANDS.

Shortly after this issue is distributed throughout the Fleet, JO1 Franklin will be bidding his adieus as he completes his enlistment with plans for enrolling in college under the G.I. Bill. Seaman Swain, the newest and youngest staff member, had his initiation to ALL HANDS with this bath of fire.

We predict that Jon Franklin will be known to ALL HANDS tradition as the only man to write a feature article on an adding machine.

★ ★ ★

Another of the ALL HANDS staff members, who entered the office each morning with a donut in one hand and the sports page in the other, has said farewell to the magazine.

Kelly Gilbert, JO2, also plans to take advantage of the G.I. Bill to continue his education toward a degree in journalism at Iowa University. During his three years at ALL HANDS, Kelly worked in the layout and paste-up department, wrote major feature stories and analyzed sports news for the magazine.

Larry Henry, JO2, has assumed Kelly's duties on the magazine. Larry, just back from a Med cruise brings with him a background in journalism and a degree from Southern Illinois University. Before his arrival at ALL HANDS, he served as ship's journalist aboard the guided missile cruiser USS *Albany* (CG 10).

★ ★ ★

Newspapers have birthdays, too, we're told. Not long ago, for example, we received a news release informing us that the *Whiting Tower* was 24 years old. To prove the point, the release was accompanied by last year's picture of a typewriter with 23 candles on the keys. Get it?

The *Whiting Tower* is published at NAAS, Whiting Field, Milton, Fla. It is probably typical of the many station newspapers which sprang to life during World War II to provide local information to Navymen and civilian employees.

When the first edition of the WT hit the street, the street wasn't even paved and the paint was scarcely dry on the Whiting Field sign.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keynotes of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

Here are a few suggestions for preparing and submitting material:

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event must be received before the first day of the month preceding the month of intended publication.

Address material to Editor, ALL HANDS, 1809 Arlington Annex, Navy Department, Washington, D.C. 20370.

• **AT RIGHT: THE SEA**—The sea and its many, many moods have inspired man since the beginning of time. Here, the serenity of the sea as night watch ends is expressed on film by Navy photographer Paul E. Pichette, PH3, and in a poem by Seaman Tom Raseberry, USN, while aboard USS *Taylor* (DD 468).

NIGHT WATCH

The sunshine of the early morn
Still hides below the sea,
Afraid to show its glowing face,
There it lingers out in space;
It knows appearance in this place
Would crash serenity.

I stand here at the fantail,
Ignorant of time,
I know not what the clock may say—
I've been here since late yesterday.
I hope the sun will stay away,
And, glad that it is gone,
I realize that this peacefulness
Will falter with the dawn.

The placid waves creep slowly by,
The ship's far out at sea.
I feel the calmest gentle breeze,
Nomadic thoughts drift endlessly;
From side to side, with rolling ease,
The ship plows on contentedly.

Tonight the ocean's surface
Displays texture like to gloss.
This smoothness yet unbroken,
And no boisterous word is spoken,
And the only telltale token
Is the wake left as we pass.

No land in sight on this cool night—
The ocean dominates.
The sea itself has no idea
Of the peace which she creates.

In the silence I can meditate;
My thoughts come clear to me.
I'm free to ponder on the past,
To wonder what ahead may be.
The noiseless sea empowers me
With insight, and collectively,
We watch the world roll by.

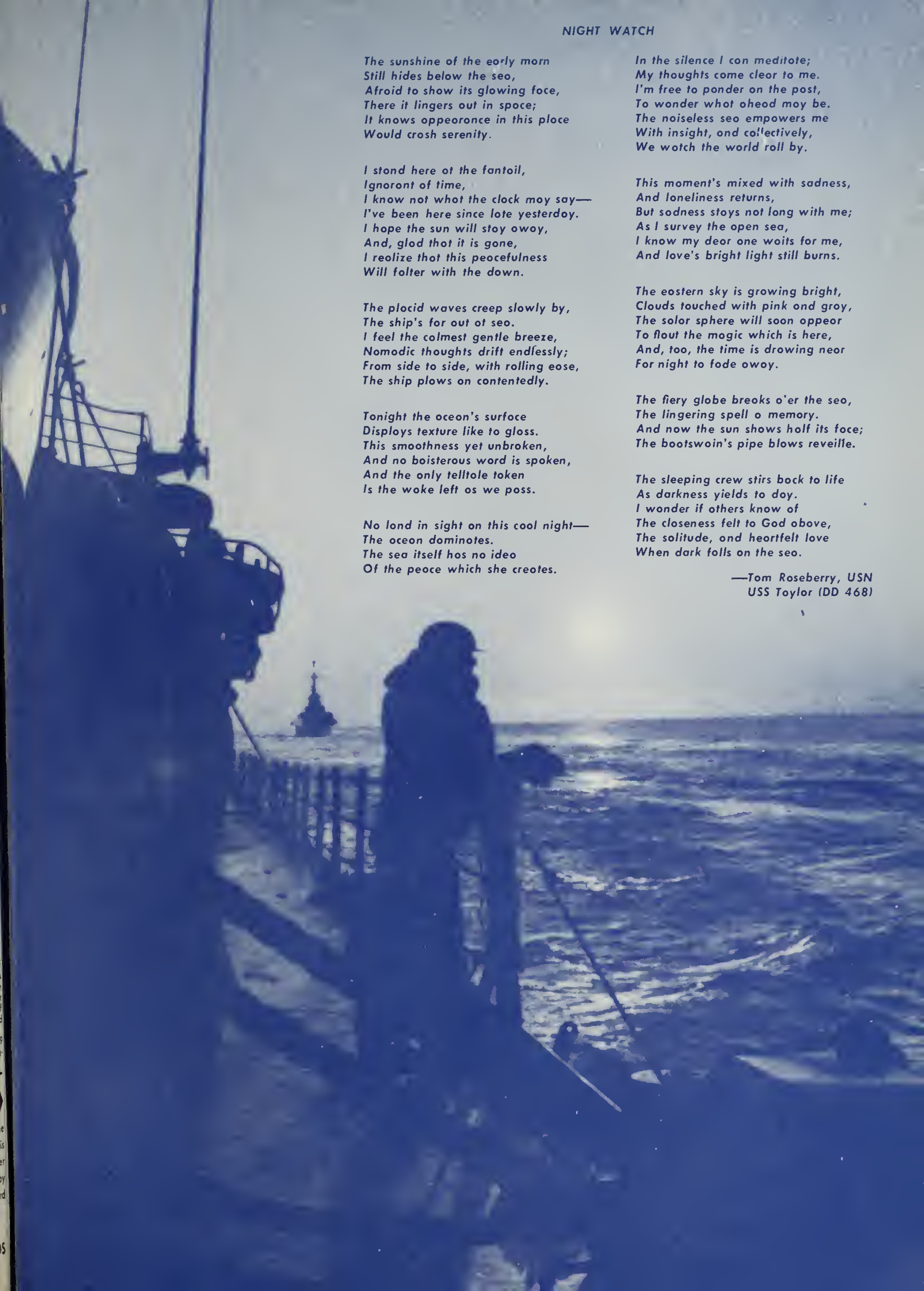
This moment's mixed with sadness,
And loneliness returns,
But sadness stays not long with me;
As I survey the open sea,
I know my dear one waits for me,
And love's bright light still burns.

The eastern sky is growing bright,
Clouds touched with pink and gray,
The solar sphere will soon appear
To flout the magic which is here,
And, too, the time is drawing near
For night to fade away.

The fiery globe breaks o'er the sea,
The lingering spell a memory.
And now the sun shows half its face;
The boatswain's pipe blows reveille.

The sleeping crew stirs back to life
As darkness yields to day.
I wonder if others know of
The closeness felt to God above,
The solitude, and heartfelt love
When dark falls on the sea.

—Tom Roseberry, USN
USS Taylor (DD 468)



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ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

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JUL

DISPLAY

38

This magazine is intended for 10 readers. All should see it as soon as possible. [illegible]IS COPY ALONG

JULY 1967

D 208.3:606

ALL HANDS The Bureau of Naval Personnel Career Publication, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Issuance of this publication approved in accordance with Department of the Navy Publications and Printing Regulations, NAVEXOS P-35. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor. DISTRIBUTION: By Section B-3203 of the Bureau of Naval Personnel Manual, the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

The Bureau invites requests for additional copies as necessary to comply with the basic directives. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to subactivities the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant U.S. Marine Corps. Requests from Marine Activities should be addressed to the Commandant.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. The rate for ALL HANDS is 25 cents per copy (except for the December 1963 Rights and Benefits issue, which is 50 cents per copy); subscription price $2.50 a year, domestic (including FPO and APO address for overseas mail); $3.50 foreign. Remittances should be made to the Superintendent of Documents. Subscriptions are accepted for one, two or three years.

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

JULY 1967 Nav-Pers-O NUMBER 606

VICE ADMIRAL BENEDICT J. SEMMES, Jr., USN
The Chief of Naval Personnel
REAR ADMIRAL BERNARD M. STREAN, USN
The Deputy Chief of Naval Personnel
CAPTAIN JAMES G. ANDREWS, USN
Assistant Chief for Morale Services

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G. Vern Blasdell, **News**
Don Addor, **Layout & Art**
Ann Hanabury, **Research**
Gerald Wolff, **Reserve**

- **FRONT COVER:** ON THE HOOK—A fresh coat of protective paint is applied to the starboard anchor of the attack aircraft carrier *USS Saratoga* (CVA 60) while she rests in port.
- **AT LEFT:** HELLO THERE!—Signalman aboard mine countermeasures support ship *USS Epping Forest* (MCS 7) sends a message to a minesweeping launch during operations with the Seventh Fleet.—Photo by William M. Powers, PHC, USN.
- **CREDIT:** All photographs published in ALL HANDS Magazine are official Department of Defense photos unless otherwise designated.

Operation Deck

ALL ASHORE—Combat troops come ashore in Operation Deckhouse V. *Below:* U. S. advisor discusses forthcoming operation with Vietnamese officers.

BIG WADING POOL—Marine battalion landing team tramps through Mekong Delta waters on search and destroy mission. *Below:* Amphib goes ashore.

OPERATION DECKHOUSE V lasted less than two weeks. (Twelve days, to be exact.) But in that time, U. S. and Vietnamese forces neatly draped a security net over a 60-square-mile area previously favored by the Viet Cong as a lowland sanctuary.

It was the first U. S. amphibious landing in the Mekong Delta region, some 50 miles southeast of Saigon.

The first troops to land along the Thanh Phu peninsula were ferried ashore by amphibious landing craft from the tank landing ships USS *Coconino County* (LST 603) and *Washtenaw County* (LST 1166).

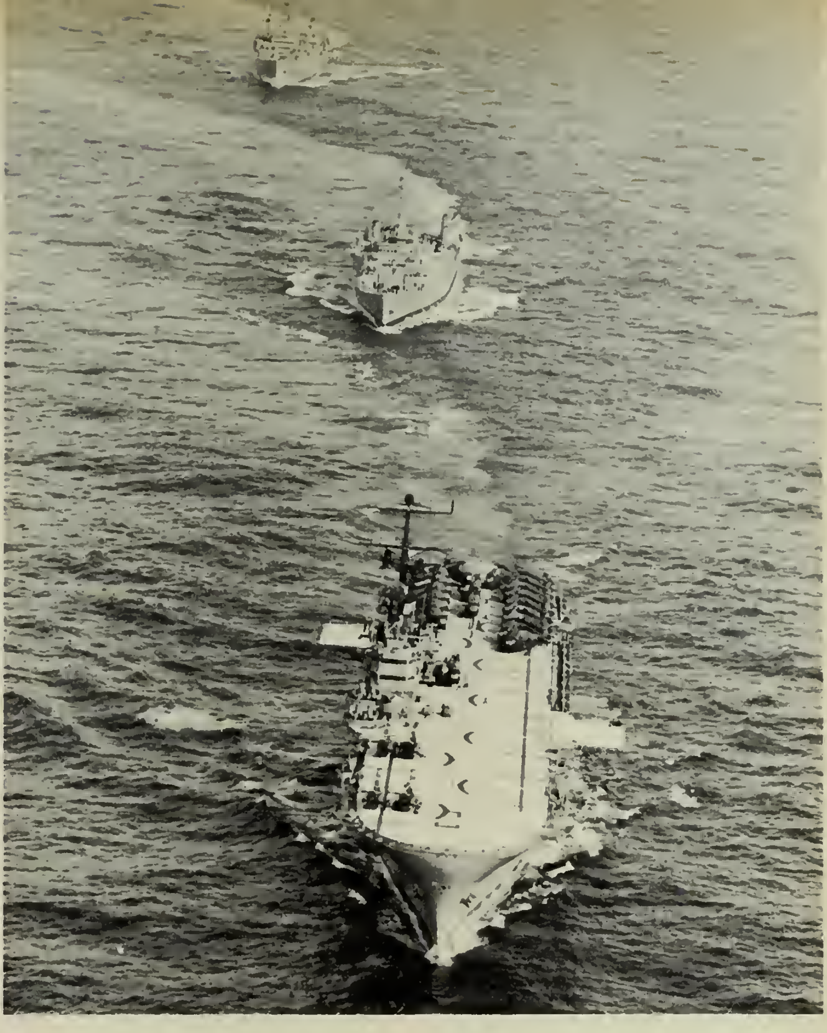
Shortly afterward, additional troops were flown ashore by helicopters from the amphibious assault ship USS *Iwo Jima* (LPH 2) and the dock amphibious transport *Vancouver* (LPD 2). These forces were set down about six miles inland and, like the troops who landed on the beach, they drew only occasional enemy sniper fire. Bottomless, thick mud seemed to be the troops' major obstacle as the search began for Viet Cong concrete bunkers, training sites, ammunition dumps and other installations.

Among the enemy fortifications uncovered were two factories. One, a claymore mine factory, contained sheet metal, benches, tools, sheets of brass, ingots of lead and about 2500 pounds of iron. The second factory apparently was used to produce grenades. It also contained tank and personnel mines as well as small arms ammunition.

Such installations were destroyed either by demolition squads or by support ships' guns and rockets fired from offshore or from nearby waterways.

USS *St Francis River* (LSMR 525), for instance (in the action, as usual), took up her station near the mouth of the Co Chien River which leads into the Mekong River Delta of the South China Sea. There she provided on-call gunfire and demolition support to the amphibious and airborne troops during the 12-day operation. Altogether, she launched more than 2000 five-inch rockets and almost 1000 rounds of five-inch and 40-mm projectiles into enemy training and factory areas.

House



READY FOR ASSAULT—*USS Iwo Jima* (LPH 2), *USS Thomaston* (LSD 28) and *USS Vancouver* (LPD 2) steam toward Operation Deckhouse V landing site.

On the first day of Deckhouse V, the rocket ship plastered the landing beach and inland helicopter drop zones as part of the pre-invasion battery. This battery also consisted of the guided missile cruiser USS *Canberra* (CAG 2), the rocket ship *Carronade* (IFS 1), and U. S. jet aircraft. In addition, frogmen from UDT team 12, off the transport USS *Diachenko* (APD 123), used explosives to clear shoreline obstacles.

Meanwhile, along the river banks, the enemy seemed more active in his defense efforts. The heavy mangrove underbrush bordering the jungle rivers provided him with ideal ambush locations. He took full advantage of them as he concentrated mainly on Navy ships.

At the time of one attack, the Coast Guard cutter USCG *Point Kennedy* was alongside *St Francis River*. They received fire from a 57-mm recoilless rifle and heavy machine guns situated on the river banks.

One enemy round ricocheted off *St Francis River* and hit the cutter in the superstructure. Damage was reported as light and there were no casualties.

Immediately, the two ships, together with *Coconino County* and *Washtenaw County*, both nearby, returned the fire with 40-mm cannon. Then they saturated the area with rockets and 5-inch rounds.

In helping to silence the Viet Cong guns, a Navy *Swift* boat (PCF 98) moved into the area and laid a mortar barrage, supplemented with fire from her 50-caliber machine guns.

Twice the next night the enemy pressed his fight against the ship-boat blockade along the Co Chien River. On one occasion, in an attempt to sink the small craft from the river bank, the Viet Cong ran into the guns of *St Francis River*. She fired some 700 rounds of 5-inch, 40-mm and 50-caliber ammunition at point-blank range into the enemy's positions.

This action halted further VC attacks on the river units for the remainder of the Deckhouse operations.

Meanwhile, ground troops pressed their invasion of the Delta. This made it necessary for the ships to move further up river to provide gunfire support. They did so, much to the surprise of both the enemy and many Vietnamese fishermen, as *St Francis River* and *Carronade* moved steadily into the narrow, shallow Ham Luong River. Despite the restricted conditions, these ships operated with relative ease in the close confines of the Vietnam inland waterway.

From their vantage point in the Ham Luong, the Rocket Rainmakers, as the ships have come to be known, cut loose with several cloudbursts of 50 or more rockets in less than a minute. These volleys either killed many of the enemy or scattered them from their concentrations. Remaining VC forces along the Ham Luong were hit hard by Vietnamese Navy coastal junk groups which also moved inland to provide support.

Midway of the operation, the U. S. ships returned to the mouth of the Co Chien River to support the withdrawal of the Seventh Fleet landing force, and to fire harassment barrages around the clock until Deckhouse V was completed.

Although she reportedly did not transit any rivers during the Delta operation, *Canberra* also took part in the action. On the day of the initial landings, she bombarded the Viet Cong along the shoreline with more than 500 rounds of 8-inch and 5-inch ammunition. This she followed up with another nearly 3000 rounds—1300 8-inch and 1500 5-inch—for an expenditure of 221 tons of ammunition.

PCF 98, mentioned earlier, had a dual battle on her hands during one phase. One was against the VC; the other against bad weather. Her battle with the weather began even before the start of the operation.

En route to her station at the mouth of the Co Chien River, *Swift* 98 encountered high winds and rough seas. Her crew had grown accustomed to the routine, but for her passengers, it was a rocky experience.

SEAS, running from 15 to 25 feet, created a strong current at the river's mouth and the 50-foot boat had to struggle to reach her position just inside the river boundaries.

Soon afterward, weather conditions became worse, preventing other *Swifts* from joining 98. As the others couldn't make it through the heavy weather, 98 was not only the vanguard but the main body. Her patrol hours had to be stretched; her crew and five passengers had to ration the food supplies and tighten their belts.

As it turned out, the small craft's 24-hour patrol developed into 99 hours.

In the meantime, the weather lifted long enough for the operation to begin and *Swift* 98 started her patrol of the river. She also assisted in directing other naval ships into positions off White Beach, the initial landing site.

Although weather conditions then were such that 98 could have ended her drawn out patrol, she remained on station.

On the fourth day of the operation, the *Swift* boat was fired upon by enemy forces on the beach. She returned the fire, pinned the VC down and kept them down until heavier fire power could be directed into the area.

By the fifth day, the weather broke bright and clear over the Mekong Delta and the river became calm under the river boat's bow. She was finally relieved of her patrol. It had lasted 75 hours longer than normal, and its lengthy effect showed on the tired, unshaven faces of the crew and guests of *Swift* 98 as they headed her back to home base.

—Marc Whetstone, JOC, USN

Rendezvous South of

USING THE LAST hours of night as a cover, Navy frogmen of Underwater Demolition Team 12 slowly and quietly swam ashore near a communist-controlled village south of Chu Lai to make a secret reconnaissance of the beach and surf.

Their detailed outline of the ocean floor and beach area would be essential to United States and Vietnamese troops, who would make the initial Operation Deckhouse VI assault that morning.

After they gathered on the beach and took bearings, the first of a line of swimmers slipped back through the surf, pulling a line with him. He was followed by seven of his flipmates, who spread out at 25-yard intervals at right angles to the beach.

The flow of water parallel to the beach helped carry the men along as they dropped weighted lines to the bottom. Every 25 yards they took a measurement of depth and marked it on a plastic slate tied to their waists.

Later a squad of men combed a small mountain adjacent to the beach to clear the area of boobytraps and snipers.

With an automatic weapon under one arm and a grenade launcher tucked under the other, a Navyman silently crept through the village to flush out possible enemy stragglers hidden in the bunkers and tunnels.

As he started up a path to search thatched huts and the ground before him, he spotted an almost invisible green fishing cord. As he froze in place, his eyes followed the cord to his right. It was tied to a tree root. On the other end, the cord ran under a crumpled paper scrap and an empty tin can.

He carefully removed the paper and can. There, placed against a clump of grass roots, was an enemy hand grenade, placed to concentrate a full blast on the unwary.

The UDT man tied a long beach reconnaissance line to the fishing cord. From behind a nearby bank, he tripped the grenade and watched

WOEFUL WEAPON—Beachmasters team to guide *Ontos* recoilless rifle vehicle and other heavy equipment from landing craft to the beach. RT: "81-Boat" is signaled ashore by flagmen as radioman relays instructions.

Chu Lai

PROBLEM SOLVERS—Beachmasters (upper left) discuss landing procedures. Rt: *USS Canberra* (CAG 2) provides an eight-inch punch to aid landings.

as trees opposite the grenade were stripped by the blast.

Then he continued on patrol.

After several hours the frogmen took their information back to the amphibious ships waiting offshore. The measurements were correlated, and from them the proper landing spots charted for the assault boats.

The next morning LCU 1481, a utility landing craft, left the well deck of USS *Thomaston* (LSD 28) just in time to rendezvous with the first two waves of Marine *Amtracks* as they landed on the beach in coordination with helicopter assault forces in the initial attack.

The cargo carried by "81-boat" was made up of men and equipment of the Navy beachmaster unit and the Marine shore party. Included in the LCU's well deck were two bulldozers, a forklift, two trailers full of equipment, two electric generators, two jeeps—one of which was the beachmaster's radio jeep—and a *Duwk* amphibious craft.

Between 500 and 700 feet from the shoreline, LCU 1481's skipper dropped anchor. The craft used the anchor cable to avoid broaching—turning sideways against the beach—during the journey to shore. After unloading, the cable would help guide the craft back to sea and, if necessary, pull the craft over sandbars and surf with the aid of the winch motor.

Even before the beach was secure from possible enemy defensive action, the 135-foot LCU had offloaded her 150 tons of men and machinery.

Then the skipper and his crew

TO THE BEACH—Enlisted landing craft skipper directs crew in preparing for trip to beach. Rt: UDT men hold flag markers for their flipmates.

GROUNDED—Frogmen run lines ashore to raise broached craft's bow gate. *Rt:* Marines head out on jungle mission.

stood by, ready to run wounded men back to the ships offshore for medical attention, or to bring more troops and equipment to the beach.

ASHORE, the beachmaster unit set up shop in the sand. After their command post was established, some of the men took flags to the beach to mark landing spots for the next wave of assault boats.

Others moved about directing traffic. The beachmaster's bulldozer stood by to push off boats that broached in the heavy surf.

The radio jeep kept constant contact with the Marine shore party and the amphibious ships offshore. As information was relayed to the jeep, it was passed on to the beachmaster for coordination of the landing of tons of artillery, ammunition, supplies, equipment and 2000 Marines.

Offshore, gun and rocket support was given by USS *Providence* (CLG 6), flagship of Commander, U. S. Seventh Fleet, and USS *White River* (LSMR 536).

When the assault ended, the beachmasters would be there to reverse their operation to get men and equipment back aboard ship.

Each day the men of UDT-12 would embark on another reconnaissance mission. They would spend the day moving down the beaches in random fashion, to avoid contact with the enemy. Again they would bring information to the assault ships.

And the cycle of amphibious teamwork would continue in Vietnam.

—Story by Tom Zell, USN
—Photos by Jerry Meams, USN

CROWDED BEACH—Men and materials are directed ashore to landing spots as Marine helicopter hovers overhead.

DD Subs as Sea Dragon

LIFE AT SEA—even aboard a destroyer in a war zone—is often routine. When general quarters are sounded, however, that's another matter.

Aboard USS *Duncan* (DD 874), for example, yeomen abandon their typewriters and man their sound-powered phones. Commissarymen doff their chef's hats in favor of life jackets. Gun crews quit their routine tasks to climb into the gun mounts.

While operating in the Tonkin Gulf as part of Operation Sea Dragon, *Duncan* wasted no time in becoming involved. On her first day, she drew fire from a shore battery, but evaded hits by weaving a frothy pattern in the water as she headed toward open sea, lobbing 53-pound projectiles at the enemy as she went.

Operation Sea Dragon is aimed at discouraging supply shipments to the Viet Cong via the Gulf of Tonkin. The overland Ho Chi Minh trail and the winding rivers of the interior present obvious shipping difficulties for the Viet Cong.

The Tonkin Gulf, on the other hand, offers a direct route to the south along the sandy coastline of Vietnam. The five-inch guns of destroyers like *Duncan,* however, keep many of the small supply boats at home and force others to use the more difficult inland routes.

The measure of Sea Dragon's effectiveness was taken during the Lunar New Year truce, when coastal traffic increased tenfold when it was not under the threat of Navy intervention.

Duncan, carrying a crew of 16 officers and 300 enlisted men was on her second seven-month tour in the Vietnam area. The crew was divided into three sections, with one-third of the officers and enlisted men on watch while the remaining two-thirds went about other duties or took advantage of a lull to sleep.

While in a combat zone, the uniform of the day is more often than not helmet and armored vest rather than white hat and chambray shirt. Each ship in Sea Dragon keeps one gun mount manned around the clock.

When a radar contact is made and judged to be a Vietnamese craft carrying munitions, all hands man their battle stations regardless of the hour. At general quarters the Navyman's double life is most apparent when each drops his routine duties to actively protect the welfare of the ship.

Inside the gunfire director, an officer and enlisted man scan the coastline through high-powered glasses. When they sight the barge or junk headed southward, their fire control radar goes into action. Once the radar is locked on its prospective target, a continuing stream of data concerning the target's movement is fed into a computer within the ship.

The computer digests the information, compensates for the movement of the ship and converts the information into correct placement for all the ship's guns.

The captain orders the firing to begin and the first few slow and deliberate rounds are used to zero in on the target.

As the projectiles hit, they are watched carefully by the officer in the gunfire director who feeds corrections to the fire controlmen who crank the new data into the computer. Within minutes, the guns are aligned on target.

Automation aims the guns, but it has not replaced muscle power at the gun mounts. Below each mount, four men take the bulky ammunition that has been passed from the magazines below and store it briefly to await the call from the gun mount above.

Mechanical hoists take the projectiles and powder casings up to the guns, but muscle power loads the projectiles and the yard-long casings onto the hoists and from the hoists to the guns.

It takes only 15 seconds for the projectile to travel the four miles between the ship and its target and the operation is repeated again and again with deafening crashes which make the ship shudder.

The concert ends with the ammunition barge disappearing in a fireball and a billowing pillar of black smoke to mark the place where it had been.

Frequently destroyers team up with the planes from the Seventh Fleet carriers in Operation Sea Dragon. Airborne spotters from the carriers locate inland targets. The destroyers, which can remain 10 miles offshore and lob their projectiles toward the target, do so with considerable accuracy.

When the word is passed to secure from general quarters, the ship returns to a more leisurely routine. Flak jackets and helmets are shucked, the yeomen stow their sound-powered telephones and return to their typewriters. Damage controlmen begin systematically inspecting the ship, commissarymen trade their life jackets for chef's hats. The gun crews climb from the mounts and begin collecting spent brass powder casings to stow until they can be returned to the ammunition ships.

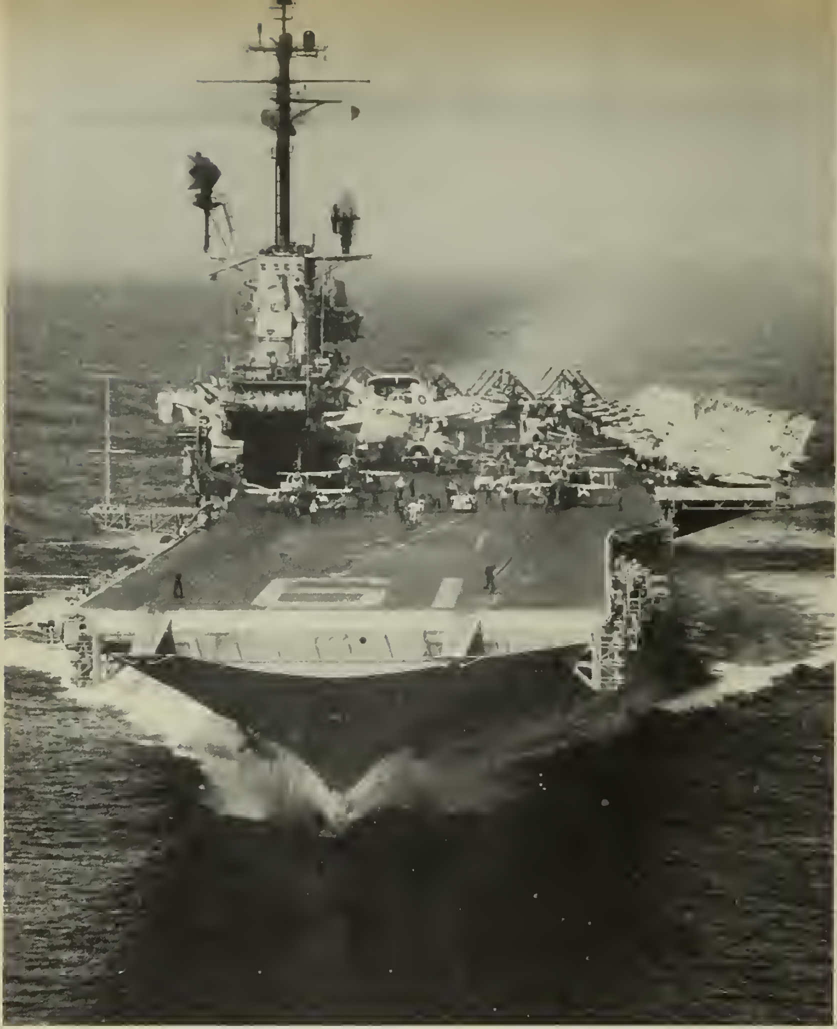
Everything is shipshape and back to normal. By nightfall, a report is sent to the task unit commander who combines it with information received from other ships taking part in the operation.

—Milton S. Baker, Jr., LTJG, USN.

Powder casings accumulate on deck.

Projectileman places round in chamber.

USS Duncan (DD 874) blasts away.



THE NAVY UNIT COMMENDATION is one of the highest awards which may be bestowed upon a Navy or Marine Corps command. It is awarded by the Secretary of the Navy and is second only to the Presidential Unit Citation.

As an organizational award, the NUC is roughly equivalent to the Silver Star Medal or Legion of Merit given to individuals.

In the past few years many NUCs have been awarded to Navy units, the majority for combat operations in the Southeast Asian area or in support of such operations.

Some of the latest winners are:

- USS *Hancock* (CVA 19) received the NUC for operations conducted during her second cruise to the Vietnamese combat zone. The award covers the period from 17 Dec 1965 to 25 Jul 1966.

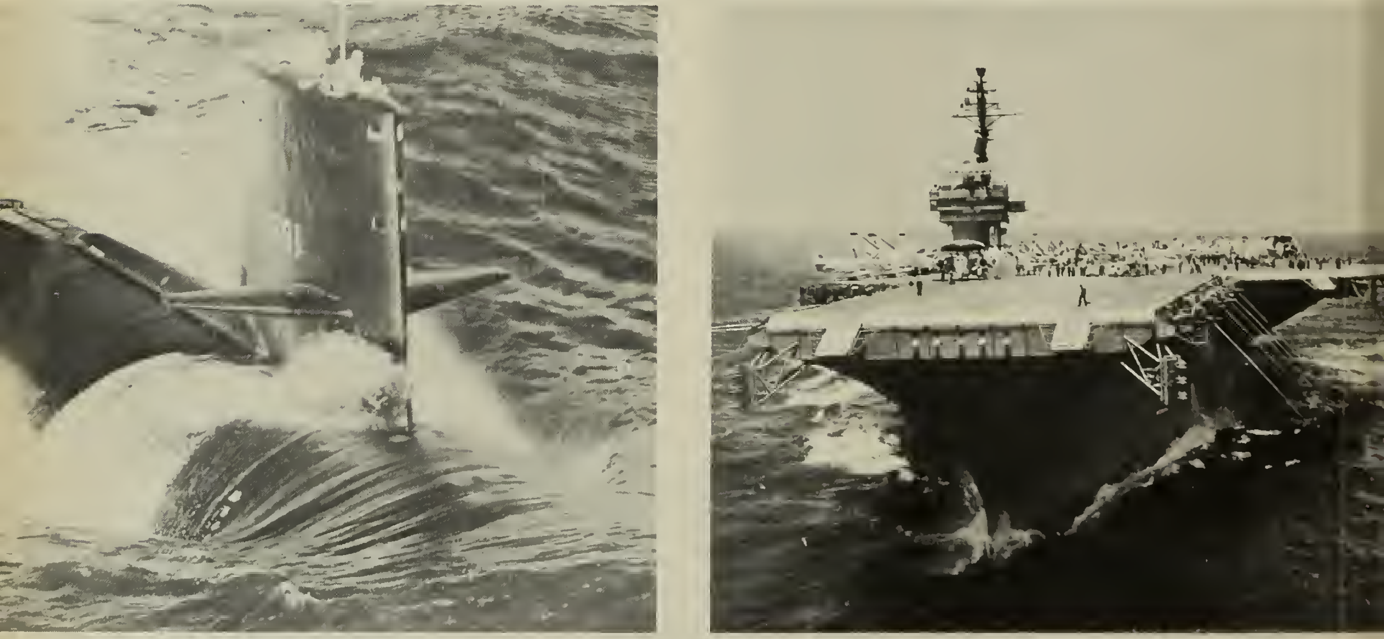
During that period *Hancock's* Carrier Air Wing 21 flew more than 11,000 combat sorties and delivered more than 16,000,000 pounds of ordnance on Viet Cong positions in South Vietnam and military targets in the North.

In the face of intense opposition

NUCs FOR SHIPS AND MEN—

Navy's

EXCEPTIONAL SERVICE—*USS Shark* (SSN 591) and *USS Constellation* (CVA 64) are both proud holders of NUC.



FOR VIETNAM—Guided missile frigate *USS Coontz* (DLG 9) has received the NUC for offshore action in Vietnam.

Outstanding 'Teams'

Hancock aircraft successfully penetrated into North Vietnam to destroy major portions of enemy logistic lines being used to support Viet Cong forces. CAW 21 aircraft damaged or destroyed more than 120 highway or railroad bridges, 5500 other structures, 570 water craft and 330 vehicles.

The planes shot down two MIG-17s, took the first photographs of a Russian-built surface-to-air missile in flight and bombed Haiphong supply depots.

This is the ship's second Navy Unit Commendation. The first was earned for action in the South Pacific from October 1944 through January 1945.

- USS *Oriskany* (CVA 34) received the NUC—also her second such award—for combat operations in Southeast Asia for the period from 12 June to 1 Nov 1966. *Oriskany* engaged in extensive reconnaissance and air strikes in the face of intense enemy opposition. Making maximum use of *Shrike* missiles, *Oriskany* and her embarked air wing executed all tasks with unwavering devotion.

This was the second NUC earned by *Oriskany* for service in Southeast Asia. She had previously been cited for her combat operations for the period from 10 May to 6 Dec 1965.

- USS *Coontz* (DLG 9) earned her NUC for action between 14 Feb 1966 and 25 Jul 1966, while serving with the Seventh Fleet. The ship rescued many downed airmen and conducted anti-air and surface operations.

Of particular note was the ship's part in the destruction of three enemy motor torpedo boats and the subsequent capture of some of the enemy crewmembers.

The PT boats were detected on *Coontz'* radar on 1 Jul 1966. Accompanied by three other destroyers, the guided missile ship attempted to draw the attacking boats further from the shores of North Vietnam.

Navy fighter and attack aircraft arrived on the scene, and soon all three enemy boats were dead in the water. *Coontz* moved in to capture one of the damaged craft, but before the frigate could reach it, the PT boat sank.

The survivors of the three boats were taken aboard *Coontz.* It was the first capture of prisoners at sea during the Vietnam conflict.

Earlier in the cruise, *Coontz* radarmen detected two unidentified aircraft. Two Navy fighters were scrambled off USS *Ranger* (CVA 61) to intercept.

The Navy fighters were vectored to an intercept point by *Coontz* air controllers. One of the enemy planes was shot down by an air-to-air missile and the other headed inland to seek refuge.

- USS *Constellation* (CVA 64) was awarded the NUC for combat operations in Southeast Asia for the period from 29 May to 24 Nov 1966.

During that period *Constellation* and her embarked air wing conduct-

DOUBLE VIET WINNER—Attack aircraft carrier *USS Oriskany* (CVA 34), known as Big 'O,' has earned two NUCs for combat operations off Vietnam.

ed extensive day and night armed reconnaissance and air strikes in the face of intensive hostile ground fire, which included surface-to-air missiles, and succeeded in inflicting severe damage on military installations, lines of communication, watercraft, rolling stock, storage areas, and petroleum depots in North Vietnam.

- USS *Shark* (SSN 591) was awarded the NUC for exceptionally meritorious service during a period in 1966 in conducting an exceedingly important and hazardous independent submarine operation. *Shark* contributed significantly to the knowledge of the U. S. Navy in the field of antisubmarine warfare.

- *The U. S. Naval Support Activity, DaNang,* earned the NUC for support operations from 15 Oct 1965 to 15 Aug 1966.

The activity performed well despite adverse climatic conditions, shortages of equipment and manpower, and continuous exposure to attack by hostile forces.

The Da Nang activity provides the logistic support for more than 90,000 men in the northern sector of Vietnam. The unit has become one of the Navy's largest overseas commands, with 7500 officers and men assigned.

Since its commissioning, the support activity has developed Da Nang into the second largest port in the Republic of Vietnam, and has established support detachments at Chu Lai, Hue/Phu Bai and Dong Ha.

- *Detachment Five* of *Helicopter Combat Support Squadron One* was awarded the Navy Unit Commendation for heroic and meritorious service from 23 Feb 1966 to 5 Jun 1966. During that period the detachment conducted search and rescue operations off the coast of Vietnam.

While based on various frigates, Detachment Five's helo crew carried out 48 combat search and rescue missions. The unit rescued five downed airmen from certain capture or death.

Rescue missions were performed in the face of intense hostile fire.

- *Detachment ALFA* of the *U. S. Naval Communications Station, Philippines,* received the NUC for meritorious service during the period 17 Aug 1964 through 1 Aug 1965. During this period the detachment provided invaluable support to the U. S. Military Assistance Command in Vietnam, to the U. S. Seventh Fleet, and to high-level national planners.

- *Coast Guard Squadron One* won the NUC for its service off the Vietnamese coast.

The squadron was commended for its performance while operating as part of the Coastal Surveillance Force off the South Vietnamese coast.

The unit demonstrated its military readiness and competence in engagements with the enemy, in support of amphibious raids and reconnaissance patrols, in naval gunfire support of friendly forces, and in the shore bombardment of enemy positions.

Others cited recently for their outstanding performances of combat duty in Vietnam are: USS *Krishna* (ARL 38); *Ranger* (CVA 61); *Kitty Hawk* (CVA 63); *England* (DLG 22); Carrier Air Wing Fourteen (CVW 14; and Fleet Air Reconnaissance Squadron One (VQ 1).

Awarded for her scientific achievement was the nuclear submarine *Snook* (SSN 592), while Air Development Squadron Six (VX 6) received recognition for supporting the Antarctic Research Program.

Snook conducted extended sub-

Roster of Ships

The following ships and units have been awarded the Navy Unit Commendation for Vietnam or Southeast Asia service. The list is complete as of 1 Jun 1967.

U. S. Coast Guard Squadron One
June-December 1965
USS *Constellation* (CVA 64) and *Attack Carrier Air Wing 15* (CVW 15)
29 May-24 Nov 1966
USS *Coontz* (DLG 9)
14 February-25 Jul 1966
USS *Coral Sea* (CVA 43) and *Carrier Air Wing 15* (CVW 15)
7 February-18 Oct 1965
USS *Coral Sea* (CVA 43) and *Attack Carrier Air Wing Two* (CVW 2)
12 Aug 1966-1 Feb 1967
USS *Diachenko* (APD 123)
24 May-3 Dec 1965
USS *Endurance* (MSO 435)
Nov 1965-Jun 1966
USS *England* (DLG 22)
3 January-6 Jun 1966
First Radio Battalion, FMFPAC, Det "A"
15 February-15 Aug 1964
Fleet Air Reconnaissance Squadron One
22 May 1964-30 Nov 1965
USS *Genesee* (AOG 8)
23 May-25 Sep 1965
USS *Hancock* (CVA 19)
6 Dec 1965-25 Jul 1966 (Second Award)
Headquarters Support Activity, Saigon
1 Jul 1962-15 Mar 1966
Helicopter Antisubmarine Squadron Two
9 Oct 1965-3 Feb 1966

marine operations in the Pacific during the spring of 1965 at which time her crew used a new electronic system. This system has since improved the combat readiness of all U. S. nuclear submarines.

Meanwhile, cold weather operations flown by VX 6 from 21 Jun 1964 to 5 Mar 1966 led to this antarctic support squadron's NUC award.

According to the citation, flight crews of the squadron made the widest aerial photographic coverage of Antarctica since Operation Deep Freeze began in 1955. In so doing, they flew over the entire continent in the most comprehensive scientific survey ever made of the world's southernmost region.

On one flight, VX 6 crewmembers helped to establish and later support Plateau Station. In addition, they flew a record number of hours over the ice (in one season) in the LC-130F transport and LH-34 helicopter.

The landing craft repair ship *Krishna* continuously aided units of the Navy and Coast Guard Market Time patrols off the shores of Vietnam for nearly one year.

ON LAND TOO—The U. S. Naval Support Activity, Da Nang, earned Navy Unit Citation for support activities in Vietnam from 15 Oct 65 to 15 Aug 66.

Before *Krishna* arrived in the Far East on 14 Jun 1965, her crew made nine major alterations on the former LST. These alterations enabled the

nd Units Awarded NUCs in Vietnam Conflict

Helicopter Combat Support Squadron One, Det Five
23 February-5 Jun 1966
USS *Independence (CVA 62)*
5 June-21 Nov 1965
USS *Kitty Hawk (CVA 63) and Carrier Air Wing 11 (CVW 11)*
26 Nov 1965-14 May 1966
USS *Krishna (ARL 38)*
14 Jun 1965-1 Jun 1966
Marine Aircraft Group 12 (MAG 12)
7 May 1965-15 Apr 1966
Marine Task Element 79.3.3.6
9 Apr 1962-30 Nov 1964
Supporting Units:
Marine Air Base Squadron 16, Sub Unit Two
9 Apr 1962-30 Nov 1964
Marine Medium Helicopter Squadron 163
1 Aug 1962-11 Jan 1963
Marine Medium Helicopter Squadron 162
12 January-6 Jun 1963
1 July-7 Oct 1964
Marine Medium Helicopter Squadron 261
7 June-30 Sep 1963
Marine Medium Helicopter Squadron 361
1 Oct 1963-31 Jan 1964
Marine Medium Helicopter Squadron 362
9 April-31 Jul 1962
Marine Medium Helicopter Squadron 364
1 February-30 Jun 1964
Marine Medium Helicopter Squadron 365
8 October-30 Nov 1964
USS *Midway (CVA 41) and (CVW 2)*
16 April-4 Nov 1965
Naval Support Activity, Da Nang
15 Oct 1965-15 Aug 1966
NavCommStaPhil, Det "A"
1 Aug 1964-1 Aug 1966
USS *Oriskany (CVA 34) and Carrier Air Wing 16 (CVW 16)*
10 May-6 Dec 1965 (first award)
12 June-1 Nov 1966 (second award)
USS *Pyro (AE 24)*
5 Dec 1964-23 Oct 1965
USS *Ranger (CVA 61) and Carrier Air Wing 14 (CVW 14)*
10 January-6 Aug 1966
Seabee Team 1104
9-11 Jun 1965
Second Battalion, Seventh Marines
8-20 Dec 1965
Seventh Regimental Landing Team and supporting units
18-23 Aug 1965
Task Group 77.6, consisting of USS Constellation (CVA 64), Gridley (DLG 21), Fechteler (DD 870), Preston (DD 795), ComCarDiv Nine, ComDesRon 19, members of staffs, air groups, squadrons embarked and detachments
2-5 Aug 1964
Task Group 77.5, consisting of USS Ticonderoga (CVA 14), Edson (DD 946), Berkeley (DDG 15), Harry E. Hubbard (DD 784), Samuel N. Moore (DD 747), ComCarDiv Five, ComDesRon 13, members of staffs, air groups, squadrons embarked and detachments
2-5 Aug 1964
Task Group 72.1, consisting of USS Maddox (DD 731), Turner Joy (DD 951), ComDesDiv 192, embarked staff and detachments
2-5 Aug 1964
Third Medical Battalion, Third Marine Division, FMF
7 Jul 1965-20 Feb 1966
Third Reconnaissance Battalion (Rein), Third Marine Division (Rein), FMFPAC
22 Sep 1965-15 Mar 1966
Tuy Dong (PC 04) (Vietnamese Navy)
19 Feb 1965
Helicopter Antisubmarine Squadron Six
1 July-23 Nov 1966
Mobile Construction Battalion 10 (MCB 10)
7 May-7 Dec 1965; 17 May-2 Dec 1966
*Marine Aircraft Group 12 (MAG 12) and supporting units**
7 May 1965-15 Apr 1966
*Marine Aircraft Group 36 (MAG 36) and supporting units**
4 Sep 1965-24 Aug 1966
Marine Composite Reconnaissance Squadron One
17 April-1 Nov 1965

*For list of supporting units see BuPers Notice 1650 of 24 Apr 1967.

The following submarines and underwater demolition teams have been awarded NUCs for recent special assignments.

USS *Shark (SSN 591)*
5-9 Apr 1964
USS *Triton (SSN 586)*
During a period in 1966
UDT 11
28 Jan 1964-5 Sep 1966

SISTER SERVICE—Coast Guard Squadron One won NUC for Viet service. *Rt:* CNO pins NUC on Coast Guardsman.

repair ship to keep Coast Guard Squadron One's boats operating 70 per cent of the time while *Krishna* was on the scene until 1 Jun 1966.

The ship also provided construction and maintenance support to the Coastal Surveillance Center ashore in Vietnam.

Ranger and CVW 14 teamed up to receive their Unit Commendations.

While participating in combat operations in support of South Vietnam from 10 January to 6 Aug 1966, the ship's air wing conducted hundreds of reconnaissance and armed air strikes against enemy positions.

These strikes were made in the face of intensive hostile ground fire. Despite this, the wing's pilots severely damaged enemy railroads, storage areas, petroleum depots, trucks, watercraft, military naval vessels, SAM sites, transshipment points, roads, bridges and contraband ferries in North Vietnam.

The air wing also made maximum use of its missiles while providing air support to friendly surface forces.

The enemy also suffered widespread damage as a result of the combined efforts of the carrier *Kitty Hawk*, her flattop-based aircraft from Carrier Air Wing Eleven, and her embarked staff.

The carrier's air wing aircraft flew more than 10,000 sorties and delivered over 10,700 tons of ordnance against North Vietnam targets from 26 Nov 1965 to 14 May 1966. Many of the sorties were flown in extremely adverse weather conditions, coupled with intense enemy ground fire.

Of those Navy pilots forced down in Tonkin Gulf the first half of last year, some were rescued by the guided missile frigate *England. England* participated in the rescue of 18 downed airmen during the period 3 January to 6 Jun 1966. These missions covered 142 accident-free helicopter launches.

It was for this safety record and improvements in helicopter search and rescue missions that the DLG received her commendation.

The Navy Unit Commendation received by VQ 1 cited the reconnaissance squadron for the valuable intelligence data gathered during flights over Tonkin Gulf, Laos and North Vietnam. According to reports, this information contributed greatly to U. S. naval operations and resulted in countless lives saved in Southeast Asia.

The reconnaissance flights, many of which were made by single, unarmed aircraft, were flown between 22 May 1964 and 30 Nov 1965.

The Navy Unit Commendation was awarded to these commands for displaying outstanding professionalism, vigor and attention to duty. All personnel assigned to and serving with the ships and air units mentioned above (during the times specified) are authorized to wear the Navy Unit Commendation ribbon.

SEABEE UNITS building under nose of enemy are among units receiving NUC.

MINESWEEPING PATROL

Keeping the Rivers Clear

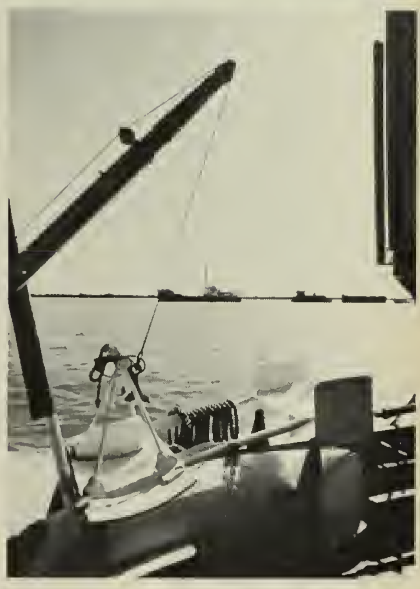
Among the many types of U. S. Navy small boats doing a big job in Vietnam are the MSBs. To these minesweeping boats falls the task of keeping the river channels clear of enemy mines so that the necessary supplies can reach their ports.

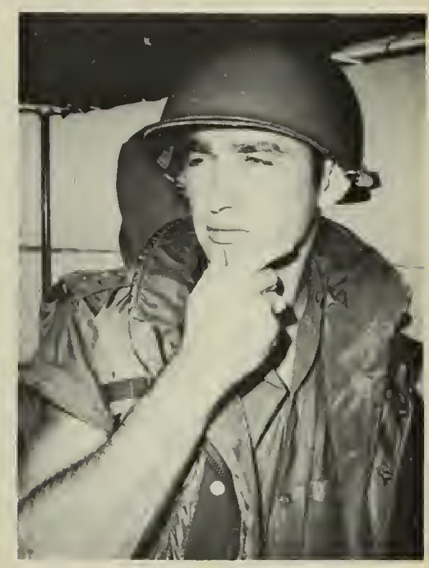
During these patrols they not only face the danger of Viet Cong mines, but also are frequently subjected to ambush and sniper fire from the shores of Vietnam's winding rivers.

One such MSB is Minesweeping Boat 31, whose skipper is Second Class Boatswain's Mate Paul Ginter, USN, who, perhaps, is the only second class petty officer in the Navy to command a "ship." MSB 31 operates with Minesweeping Squadron Eleven, detachment Alfa, that daily sweeps 25 miles of channel of the Long Tau river from Nha Be to the ocean. They patrol from daybreak to dark each day, sweeping for mines that might have been planted by the Viet Cong under the cover of night.

Clockwise from top left: (1) Electrician's Mate Second Class James T. Browning, USN, mans a .50-caliber machine gun on the stern of MSB 31 while leading other units of the squadron on the daily sweep. (2) A merchant tanker steams past MSB 31 as the minesweeper completes a patrol. (3) Minesweeping equipment lies on deck aboard minesweeping boat as preparations are made for the day's sweeping operations. (4) Skipper of MSB 31, Paul Ginter, BM2, USN, checks on operations from the bridge of his boat. (5) Minesweeping Boat 31 moves out into the Long Tau river to begin sweeping for mines.—

—Photos by V. O. McColley, PH1, and R. E. Woods, PH2.





Weather--Always a

WHO SAYS no one is doing anything about the weather?

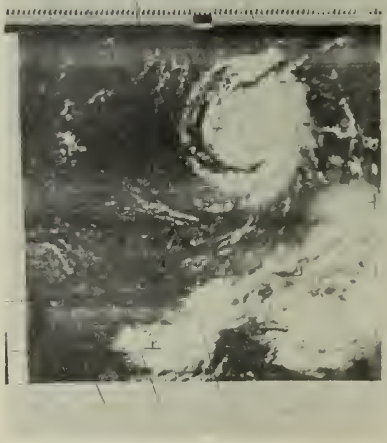
To the U. S. Navy, weather is "a primary concern and must be dealt with." So states a release from the Seventh Fleet, which goes on to say what a group of Fleet Navymen are doing about it.

Because of the importance and consequence of weather conditions as they affect naval operations, the Navy has a skilled and vigilant team of some 450 meteorological officers and 2100 enlisted aerographers who are charged with keeping a constant eye on the weather.

From the date the Naval Weather Service began in 1917, the job of the Navy weatherman has been extremely important, since successful operations and the safety of men, ships and aircraft depend on knowledge of the weather.

Today, the Navy maintains a vast network of weather activities ashore, afloat and in the air. Weather stations, which are land-based, are members of the Integrated Fleet Weather Central System, and they collect, analyze and disseminate weather information. Ships and aircraft are constant contributors to this store of information.

One of these shipboard weather staff units is assigned to Commander, U. S. Seventh Fleet, on board his flagship, the guided missile cruiser USS *Providence* (CLG 6).



Satellite sends photo of typhoon.

This station gathers local data that is used to supplement the basic data supplied by IFWCS, via naval communications, to brief the Fleet commander on environmental elements affecting the deployment and safety of 190 ships and 750 aircraft under his command.

The Fleet meteorologist, a Navy commander, has a demanding assignment: to "keep ComSeventhFlt and his staff informed on existing and expected weather and oceanographic conditions which affect Fleet operations." He and his weather staff are also responsible for the continuing evaluation and coordination of weather services throughout the Fleet to insure that all units are prepared to perform their missions.

THE MEN WORKING at this shipboard weather unit have a big job to do. On an around-the-clock basis, these seagoing aerographers are busy keeping track of ever-changing weather and oceanographic conditions.

Aerographer's Mate First Class Ralph E. Adair listed some of the jobs in which he has a part.

"The Navy uses a variety of instruments to collect data on wind direction and speed, air temperature and pressure, humidity and sea surface temperature," he stated. "Through training, we have learned to check visually on cloud types, amounts and base heights, and on sea conditions such as wave heights, direction and period." (While personnel aboard ships check visually on cloud heights, many shore stations have automatic cloud-height measuring equipment.)

These shipboard observations are recorded and transmitted every six hours to a collection center known as a Fleet Weather Central. Here they undergo further analyses and are correlated on a high-speed weather computer with data from weather stations around the world.

From this data, charts depicting present and forecast weather pat-

Fleet meteorologist, CDR Armstrong, holds morning weather briefing.

Terry Sullivan, AG3, USN, records relative humidity in South China Sea.

Mike McPeak, AG3, uses anemometer to check local wind speed.

Factor

Aerographer's mate prepares surface chart to illustrate Western Pacific weather picture.

terns are made. These charts, together with oceanographic forecasts, are transmitted from the weather centrals to Navy ships and stations. Aerographers use this information to update their own surface weather charts on which they have plotted hundreds of ship and land weather reports.

Aerographers assigned to the Seventh Fleet staff work with charts that cover 30 million square miles of the western Pacific, the Fleet's operating area. The Fleet meteorologist then uses these charts in his regular and special briefings for the Seventh Fleet commanders.

These briefings aid the Fleet commander in planning major operations for the Seventh Fleet attack carrier striking force and the amphibious and vertical assault forces of the Fleet Marines in Vietnam. Knowledge of the weather will also aid him and his staff in scheduling Seventh Fleet movements and training exercises held throughout the western Pacific.

The aerographer's job requires speed and accuracy. However, the primary concern is for accuracy. The constant vigilance of Fleet aerographers, coupled with expert supervision, ensures top standards.

Weathermen in the Seventh Fleet are constantly engaged in finding answers to the questions: What will the weather be like? Which direction will the typhoon move? With the weathermen's answers, the Seventh Fleet can meet its many assignments.

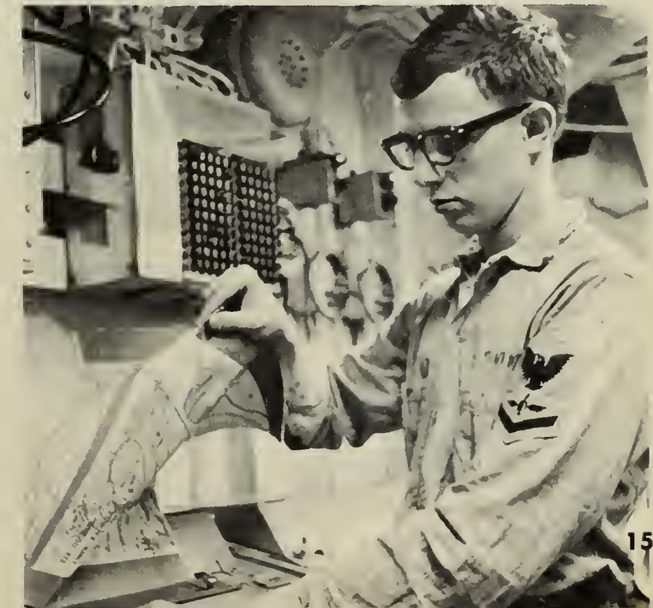
Through the use of new weather satellites, high-speed data links (teletype), weather computers, and the development of devices for sensing the atmosphere and measuring the oceans, Navy weathermen—ashore and afloat—are preparing to meet the future information needs of the Fleet.

—Story by Bob Panella, JOSN

—Photos by Jim Falk, JOC

Aerographer's Mate First Class Ralph Adair discusses weather change.

Aerographer's Mate Third Class Bill Schwindt takes weather chart from facsimile machine.



FOUR STAR FORUM

Suppose You Were CNO for Sixty Minutes

Work Week at Sea

If I were CNO for 60 minutes I would do away with allowances and revise the whole Navy pay system along the lines of industry. This might cause a few uproars but in the long run it would pay off, I think —for the Navyman.

Employers in civilian industry do not pay allowances for dependents. They pay the worker for his services.

As in industry, each Navyman, married or single, would receive pay for time rendered. On shore duty a man puts in an average of 40 hours each week. At sea he puts in up to 90 hours' actual work per week, and in addition, he is there 24 hours a day. A timecard system could be worked out, paying each man for his time by the hour.

The way it is now (according to my figures), an average year at sea could range up to 5500 hours, while ashore an average year would be more like 2080 hours. That is based on 190 days at sea and 175 in port (highly improbable).

The man ashore is making almost three times as much for his time as the man at sea. And it stands to reason that it costs more to live away from your family than with them. This is also taking into consideration the sea pay and separation pay.

If this were to come about, the problem of manning ships would vanish.

Dane M. Cox, YN1, USN
USS Wright (CC 2)

More 'S' Allotments

Current Navy emphasis on personal finance seems to be concentrated on after-the-fact counseling to heavily indebted individuals. A real need exists for Navy guidance to individuals in the areas of personal budgeting and estate planning.

Assuming a well planned personal budget which reasonably controls expenses and provides for adequate insurance, the secret to future financial security depends upon two key elements: regularity and time. Relatively small amounts of money invested in savings systematically throughout a Navy career can accumulate to considerable proportions.

Money must be saved to build up an emergency fund for the unexpected. Also, in order to minimize interest charges, it is prudent to save money for large cost items such as an automobile, refrigerator, stove, TV, and such items. A portion of income should also be invested, say, in mutual funds, a monthly investment plan, or real estate, which will tend to offset inflation over a period of time.

The allotment system is a convenient and simple way to accumulate money systematically. What you don't see, you don't spend. The present allotment system permits any number of insurance allotments; however, only one "S" allotment may be started.

If the single "S" allotment is used for the savings portion of a financial plan, no allotment remains for the equally essential investment portion of the program. Human nature being what it is, a long range "saving investment" program that is left to chance will most likely become haphazard and, therefore, will ultimately fail.

NEW CNO — ADM Thomas H. Moorer (Above) has been appointed to relieve ADM David L. McDonald.

Authorization for Navy personnel to have more than one "S" allotment would enable both a savings and investment program to be set up with an automatic feature which would ensure regularity and enhance future financial security.

—**George G. Severance,**
LT, SC, USN
NAS Barber's Point, Hawaii

Drivers' Licenses for the Military

Since there are no federal standards for vehicle registration or drivers' licenses, many service personnel are faced with transfers to duty in states where their vehicle tags or driver's license are invalid. Some states require titles; others do not. This can create headaches and red tape when you buy a vehicle in one state and try to sell or register it in another.

I offer this suggestion: Why not a special military issue driver's license (good for one enlistment instead of two or three years as for a state license) and special Armed Forces vehicle tags?

This would save many wasted hours of paperwork and red tape when Navymen are transferred or buy a vehicle in other than their home state.

As for the CNO-for-an-hour part, I don't think I'm ready for that kind of responsibility yet.

—**G. P. Breitwieser, IC1, USN**
USS Klondike (AR 22)

'M' Crews, 'B' Crews

In reply to a letter written by two BMs concerning married sailors vs. unmarried sailors, and published in the FOUR-STAR FORUM section of the January ALL HANDS, I, too, agree with their plan of identical ships, one manned by married men, the other by single men, being put into action. However, I do not agree with the belief that the ship manned by single men will do better.

I resent the implication that I am

an inferior sailor simply because I am married. This makes about as much sense as calling a man inferior because he has red hair.

The Navy is a team. We all try to work together, the married men with the single men. When we are at sea, aren't we all in the same status in regard to liberty and duty?

A sailor's performance of duties is in no way connected with his marital status. Men are individuals. They are not grouped:—married—single. The performance of a job depends on the man doing it.

As for the experiment with the two ships—I think you will find the results shocking. That is, the two ships will probably do equally as well.

—Lawrence E. Schander,
FTM1, USN
USS William H. Standley
(DLG 32)

Enlisted Evaluation

A grave injustice is being done if a man in Norfolk is given 4.0 marks while a man in Keflavik, doing just as good a job, is given 3.6.

If the commands were to reinstitute the program whereby they submitted copies of all evaluations to BuPers to establish a Navy-wide percentage scale, a more stable system could be maintained. I believe this should be mandatory where men are given 4.0 marks.

With the 50-point multiple factor involved in the Advancement in Rate System, "Joe Goodguy" receives 4.0 marks and a 50-point multiple and "Clyde Clumpcrop," doing every bit as good work, receives a 3.6 and a multiple of 38. The difference could, and very likely will, be advancement for "Goodguy" and PNA for "Clumpcrop."

It is mainly for this reason that I suggest a more thorough system of checking semiannual marks be instituted. If the proposed check system would cause too much of a paperwork increase, then the multiple system, I suggest, should be deleted from the advancement system.

Also, it is recommended that semiannual marks be further broken down, enabling more accurate judgment of personnel for Navy-wide competitive examinations. I believe that if our grading system were broken down into odd-numbered marks as well as even-numbered, supervising personnel would be compelled to mark their men more carefully. For example: 4.0, 3.9, 3.8, 3.7 and so on.

Further, it is recommended that commands choose cautiously when assigning overseers who will be marking subordinates. These men should always be career types, should be conscientious, and should have respect for the careers, first term or long range, of their shipmates. Personnel who strive to achieve satisfaction by earning a "well done" deserve marks which pinpoint their success or shortcomings for efforts during the marking period.

—Wayne G. Terry, YN3, USN
FPO New York, N.Y.

An Invitation from Topside

Do you have a pet project you want to get off the ground? Do you have the solution to a problem that has been bothering you? The Navy is interested in hearing about it.

Now is your chance. The invitation comes directly from the Secretary of the Navy and the Chief of Naval Operations. The ideas of enlisted and officer personnel alike are solicited with the aim of improving efficiency, organization, operations, morale and esprit de corps.

What would happen, for instance, if through some small miracle, you were suddenly appointed CNO for an hour? What would you do? What steps would you take to make the Navy more effective? What policies would you initiate? What problems do you think are the most pressing? How would you, as a four-star admiral, solve them?

With the blessings of the Chief of Naval Personnel, CNO and SecNav, ALL HANDS *is making available a portion of its space to a discussion of the problems—big and little—of the Navy today. What are they, and what would you do about them if you had the authority to act?*

The rules are simple: Officers and enlisted, men and women, are invited to contribute. Your suggestions need not be sent through the chain of command; they may be forwarded directly to ALL HANDS Magazine, Room 1809 Navy Annex, Bureau of Naval Personnel, Washington, D. C. 20370. The best letters will be published and forwarded to the cognizant activity in the Naval Establishment for consideration and action. Sorry we cannot reply directly to your letters. (If you prefer that you be identified by initials only, please so indicate.)

This is a golden opportunity to provide a forum for your ideas.

The prize is substantial—the knowledge that you have made a contribution to the betterment of the Navy.

Here is another installment. Keep your ideas coming.

YN Qualifications

I am prompted to comment concerning the YN rating and the advancement exams.

A yeoman's tools are mainly those manuals published by the Navy and by the command to which he is assigned. To be effective, he should have a thorough working knowledge of these publications.

In addition, a yeoman would do well to supplement his knowledge by studying related courses. This is necessary because of the flexibility of the YN rating. Over a period of time, a YN's job might require him to be a radioman, journalist, personnelman, storekeeper, disbursing clerk and, in a joint command, an expert on Army and Air Force administration.

However, when it comes time for a YN to take the advancement exam, it seems that he suddenly wipes his mind free of all knowledge of his job and turns to tailor-made questions and answers. Then he takes what he has memorized into the testing room.

I have seen many a YN with booklets containing nothing but questions and answers, but I have rarely seen one with the appropriate manual and publications.

This system may be helpful to meet his immediate needs, but I doubt if it is the best method. If he persists in this method, he'll eventually discover that it doesn't always work—particularly at the E-8 and E-9 level.

As you know, the senior enlisted men relieve junior officers in some administrative divisional responsibilities. They are considered experts and, as such, provide a bridge between officers and enlisted personnel.

In this situation, it seems only logical that senior enlisted men must broaden their knowledge not only in their rating but also in management as well. There are, of course, many ways of doing this. Perhaps as good a place to start as any would be a few courses in mathematics, English, the sciences and psychology, not to mention management and administration. A course in current events, although perhaps of little value in an exam, would make him a better senior petty officer.

All this means a lot of work. But if a yeoman, or anyone else, wants to do his job, he must expect to work.

—F. T. Camacho, YN1, USN.
APO, San Francisco, Calif.

Choosing Rates on Enlistment

Jobs (or rates) should be picked up as in civilian life, not assigned by a personnelman. I'd keep recruiting procedure much the same as at present, but a man would, in essence, hire on for a rate. If a man didn't know what he wanted, defer the choice until after he had completed boot camp.

Much time and money are lost in the Navy by assigning highly talented and skilled men to the relatively menial jobs of mess cooking (which isn't, of course) and compartment cleaning. These jobs should be done by professionals hired solely for that purpose.

Another point: job guidelines should be clearly defined and understood. And the chain of command should be adhered to.

In addition:

- I would like to see both VRB and base pay eliminated. In their place, introduce a salary scale which corresponds to a man's job and pay grade comparable to that of Civil Service. Keep the other special pay and allowances. Quarters and subsistence would remain much the same as at present, except meals would be paid by the members. Quarters would be furnished, since most men aren't receiving BAQ and those who are would be penalized whenever they had the duty or were outside their home port. As I understand it, BAQ is intended to house a man's family while he is on sea duty or, because of the needs of the service, he is separated from his family.

- Many of the petty annoyances which occur and which drive men from the service could be eliminated with a minimum of planning and forethought. For example, the "hurry up and wait" syndrome in the pay line and chow line could be eliminated.

—B. A. Morse, SK3, USN
USS Platte (AO 24)

Recruit Tests

Eliminate (or rather, postpone) the basic battery tests in recruit training.

When a man reports to boot camp, he is usually so bewildered and confused that when he does take these tests he is not at his best. My suggestion is based on the assumption that these tests are not competitive—that they are given to determine the man's inherent capabilities, not how he compares with his peers.

Upon graduation from recruit training, put the men on sea duty for six months, *then* give them their basic battery tests. The results will have a more valid relationship to the men's current environment.

After the test results have been evaluated, interview the men who qualify for service schools and send them to the proper school on a programmed basis.

If a course of action were followed along these lines, I believe the tests would be more useful to the Navy and would enable the man to serve in the rating he is best qualified for.

—R. D. Stuhr, YN1, USN
USS *Inflict* (MSO 456)

Schooling, Recognition of Good Conduct

If I were CNO, I would:

- Guarantee schooling to an individual before he enlists. Permit him to pick a school, have him take an entrance exam forwarded by that school (or schools) at time of enlistment, and if he qualifies, send him to that school.

- Create an Interservice Educational Program. Each service would permit an individual to attend its schools for instruction in areas not covered by his own service. I realize this is done to some extent at present, but an expansion of the practice would broaden familiarization with the other branches of the armed forces, and would be efficient as well.

- Award the person who has maintained 12 years of good conduct with cash for each additional year of good conduct.

N. J. Almquist, SN
FPO, New York, N. Y.

NROTC Staff Members

Here's a suggestion that might improve the over-all efficiency of all NROTC units.

As you probably know, all officers reporting for duty at an NROTC unit are ordered to a brief indoctrination course (at one of two universities) before reporting to the unit for duty. I believe it would be worthwhile to send all enlisted men assigned to NROTC staffs to one of these courses.

Instructors (officer or enlisted) reporting for duty have been to instructor duty, but initially many do not have the over-all concept of what the NROTC training is about. In the past, until everyone had been instructed on all phases of the various programs, some hardships or problems have been caused.

When the officers are busy teaching or absent on various errands, enlisted NROTC staffers like myself have had to answer questions on college programs. In many cases individuals weren't informed properly, or were new to the unit.

If not all the enlisted men assigned to NROTC units could take the course, perhaps it could be made available to all incoming SKs and YNs. This would help make the turnover easier and more efficient.

—Carl W. Mullen,
YN1 (SS), USN
NROTC, U. of Missouri

Counting Weekends as Leave

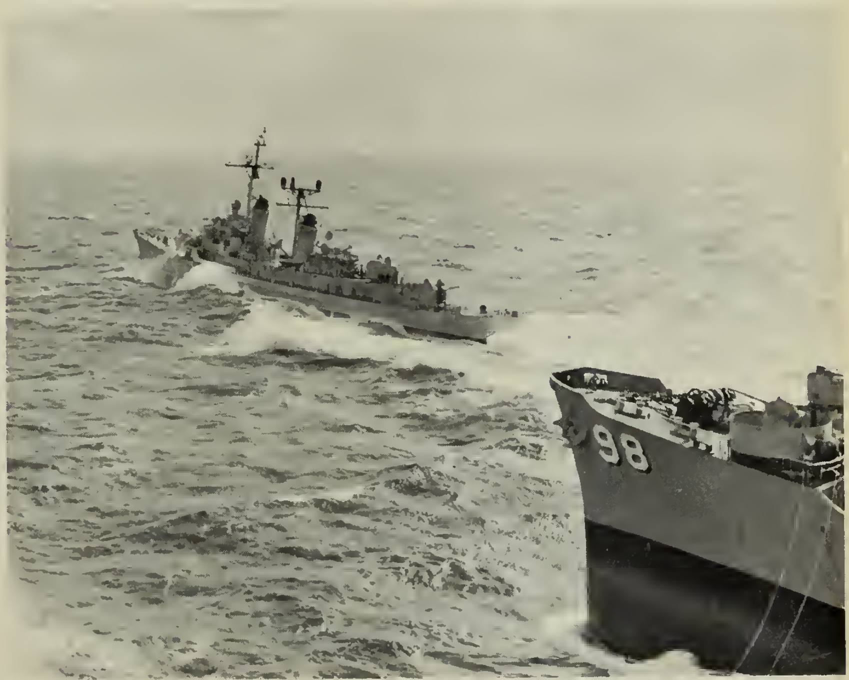
As the situation now stands, a man enlists in the Navy and begins to accumulate 30 days' leave per year. This includes, of course, actual days taken, which include weekends and holidays.

On his 19th year, he still receives 30 days' leave per year. Not much improvement here, is there?

However, the situation could be improved by adopting the type of leave to be found in civilian life—not counting holidays and weekends against leave, and by increasing leave, according to longevity.

The details might seem complicated at first, but what isn't these days?

—L. T. Letchworth, AXC
Millington, Tenn.



AFTER SCHOOL—Know-how gained at Pacific Fleet Petroleum School goes to sea aboard Pac Service Force ships.

Slickest School in The

A SHIP NEEDS fuel to steam at sea. A jet needs fuel to fulfill its mission. All ships and airplanes of the Navy require fuel of some kind in order to operate.

In the Pacific, 21 Fleet oilers, six gasoline tankers and one fast combat support ship supply the Fleet with petroleum products. These Service Force ships need men with experience and knowledge of petroleum products. To satisfy this need, approximately 280 men are trained each year at the Petroleum School, operated by Commander Service Force, U. S. Pacific Fleet, at San Pedro. It's small, select and slick.

These enlisted men and officers through the rank of captain are trained in the most modern techniques for receiving, storing and issuing the sensitive petroleum products. At the same time, they learn the importance of safety precautions when dealing with petroleum products and attend a two-day fire-fighting session as well.

At the end of World War II, an exodus of trained petroleum personnel to civilian life occurred. This caused a shortage which seriously hampered the quality control program and operations of military POL laboratories in the Pacific. As a result, the Petroleum School was established in 1949 at Pearl Harbor.

Ten chief petty officers attended the first class of the Petroleum School, where they learned to analyze petroleum products chemically and physically. Upon graduation, a portion of this first class remained at the school to instruct additional classes.

The original course lasted three months. It was later streamlined to its present six-week length.

NOW, in addition to the main course of instruction, three other courses are offered the Fleet. The first is a five-day refresher

USS WACCAMAW (AO 109) rigs for refueling at sea. Rt: Petroleum students get the word on hydrants and valves.

course. The other two are for periods of two days each. One is a course in testing boiler fuels and their substitutes; the other is for indoctrination of personnel reporting aboard petroleum replenishment ships for the first time.

Besides the Navymen who make up the major portion of the classes, students from every branch of the armed forces, including foreign allies and civilian personnel, take the course in order to learn proper storage, handling and safety procedures connected with petroleum products.

The school has graduated more than 3200 men since its beginning. Some of these students were familiar with petroleum products; others had had no previous experience in the field.

In December 1963, the school was moved to San Pedro. The new location is more convenient and less expense to the government, as the majority of the petroleum carriers are based at California ports.

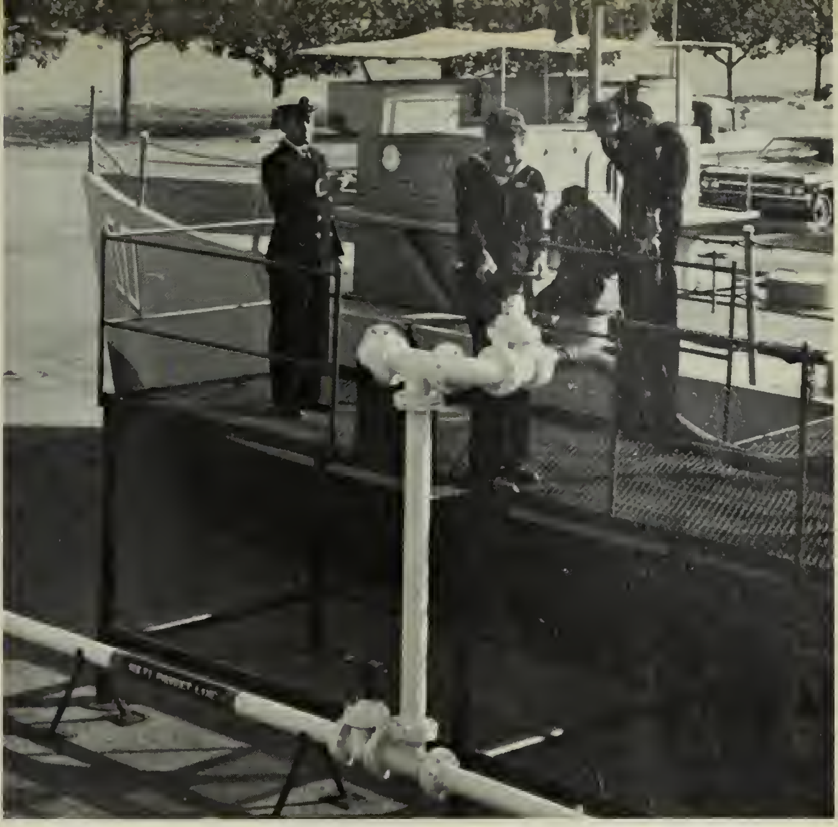
At the school are a model tank farm and model Fleet oiler to provide a working example of operations which are encountered regularly in the Fleet. The laboratory is equipped with some of the best petroleum testing equipment. During the laboratory testing phase of the course, the students learn how to conduct the different quality procurement tests that are required for petroleum products.

In 1966, because of increased emphasis on quality control of aviation fuels, an aviation fuel testing laboratory was installed which contains the latest equipment for determining the amount of contaminant in aviation fuels.

The Petroleum School is a small facet of the Service Force, but an important one. As long as there is a Navy, trained and experienced personnel will be needed. It is schools, and dedicated men like those at the Petroleum School, that keep our Navy supplied with professionals to do the job.

—George Eldridge, JO3, USN.

Navy

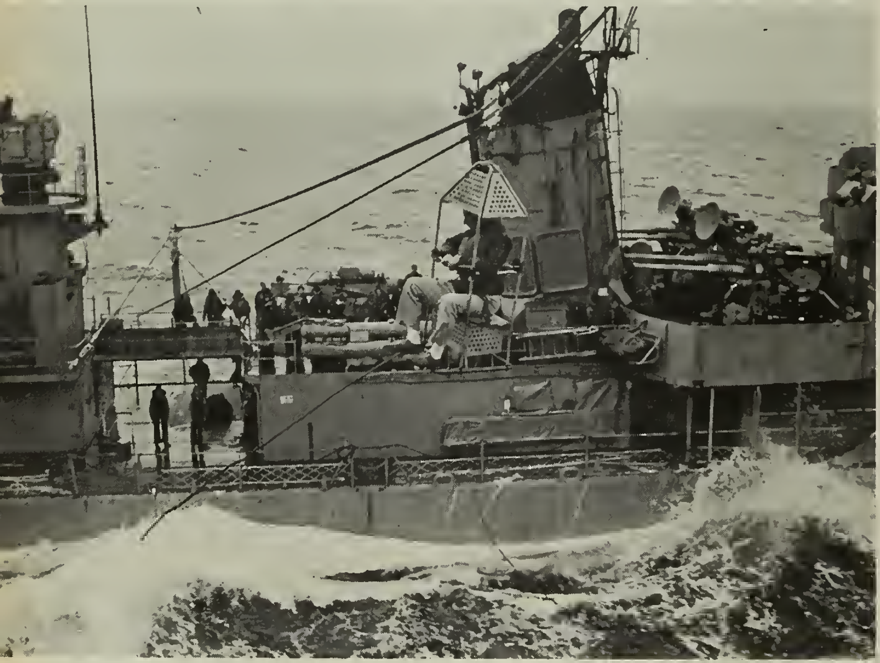


DRY LAND EXPERIENCE—*USS Neverspill,* Petroleum School's training model ship, is used to teach Navymen the knack of fuel transfer operations at sea.

DOWN ON THE FARM—Navy petroleum students practice classroom learning on the school's model tank farm.

AOE Spells FAST

HOOKING UP—Crewmembers of *USS Sacramento* transfer ammo to *USS Kitty Hawk* (CVA 63). *Below:* CO is highlined to his flagship, *USS Manley.*



SUPPLYING BEANS, bullets and black oil to Seventh Fleet ships off Vietnam is no job for clock-watchers, as 26 officers and 487 enlisted men of the fast combat support ship, USS *Sacramento* (AOE 1) will attest.

More likely, the crew would be quick to say, that a 24-hour day is best measured in terms of gallons and tons delivered, as opposed to the normal cycle of A.M. and P.M.

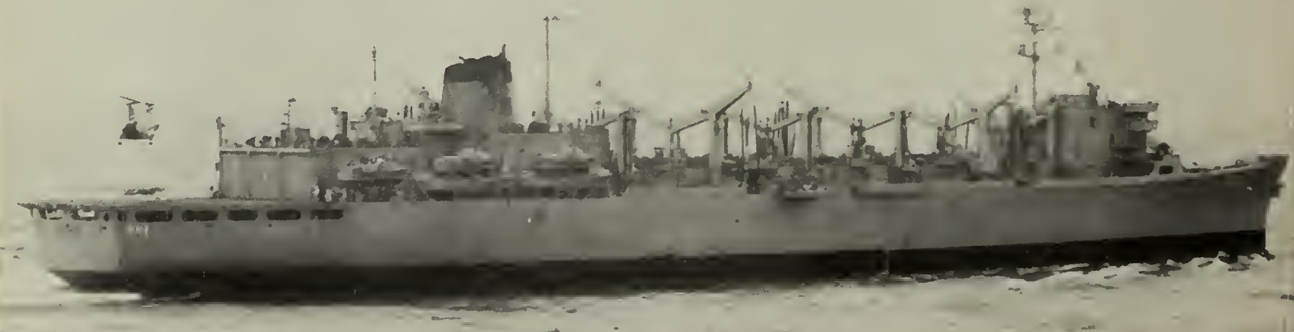
First of a new class of auxiliary ships designed to furnish rapid and simultaneous replenishment of petroleum products, ammunition, Fleet freight and provisions to the Fleet, *Sacramento* can do more in the way of replenishment in a single day than any ship ever before her.

An example of *Sacramento's* delivery prowess in supplying ships on the line with Seventh Fleet is a recent day, described as slow by one of her crew, Seaman Luther D. Porter.

During this day, *Sacramento* rendezvoused at sea with 10 different ships to transfer 490 tons of ammunition of all kinds, pump nearly one and one-half million gallons of fuel for ships and aircraft, and supply thousands of gallons of fresh water.

The events of the day began when USS *Kitty Hawk* (CVA 63) pulled along the port side to hook up for ordnance, supplies and fuel. During the 90-minute underway replenishment interval in the Tonkin Gulf, USS *Newman K. Perry* (DD 883) eased into position on the opposite side to undergo replenishment of items ordered the previous day.

PLENTY TO DO—*USS Sacramento* (AOE 1) is a busy lady keeping ships of Seventh Fleet replenished off Vietnam.



COMBAT SUPPORT SHIP

Finishing the simultaneous unrepping of the veteran carrier and *Perry*, *Sacramento* headed south from the Tonkin Gulf for more of the same off the South Vietnam coast.

Pressing closer to the coast after leaving one task group en route, the 53,600-ton *Sacramento* next began to service small minesweepers patrolling in Market Time counter-infiltration operations. Also, she delivered welcome mail and personnel to replace men rotating back to the States.

Over and over during the remaining hours of the day and night, these scenes were to be repeated while *Sacramento* made her way from the Tonkin Gulf to the Gulf of Siam and back.

WHEN SHE LEAVES port, *Sacramento* usually takes along some 100 officers and enlisted men for delivery to ships operating with the Seventh Fleet. Transfers are made either by highline or one of *Sacramento's* three helicopters.

While *Sacramento* is servicing up to three ships at one time during an unrep, her three jet cargo helicopters deliver mail, material and personnel to other ships in the area. The addition of the helos, which can complete a delivery every three minutes, gives her a quick one-two delivery punch.

Fast elevators go far below decks to bring up supplies, while forklifts speed the merchandise on its way from 15 replenishment stations. This well organized method cuts the normal replenishment time far below that of an earlier era.

SACRAMENTO delivers the goods to DD using one of her copters.

"This ship," says her CO, Captain James R. Collier, USN, "saves more time in underway replenishments than any ship up to this time."

The largest ship ever built on the West Coast, *Sacramento* combines in one ship the functions of three major service ships—the Fleet oiler, ammunition ship and refrigerated stores ship. She carries all types of anti-aircraft missiles, ammunition and petroleum products, and a limited amount of frozen and dry cargo.

SPANNING more than the length of two football fields from stem to stern, *Sacramento* is powered by steam turbines that propel her at speeds of in excess of 25 knots. The power plant intended for the uncompleted battleship *Kentucky* was installed in *Sacramento*, which might explain her power and speed.

The enthusiasm of *Sacramento's* skipper is reflected in the work of all hands. The ship's daily paper, *The Pipe Line*, carries a section on the "*Sacramento* Shopping Plaza," inviting the AOE's customers to use the services of her cobbler shop ("Drop them off today and we'll return them tomorrow."); bakery ("We have fresh-baked bread daily."); bank ("Send us your pay record and we'll make today pay-day."); and ice cream plant ("featuring all of the well-known flavors"), a most welcome treat in the South China Sea.

Whenever *Sacramento* is on the line, she will replenish the same ships every three to four days, delivering mail as well as supplies. She provides fresh water to ships unable to manufacture or store large quantities of the precious product. In supplying fresh water by the thousands of gallons, *Sacramento's* crew is sometimes called upon to conserve its water so that others might share this valuable necessity of life.

The crew does this willingly, realizing the problems of the smaller craft and their limitations while operating for long periods on station.

Wrapping up *Sacramento's* 24-hour stint of unrepping Seventh Fleet ships was replenishment of USS *Collett* (DD 730). In moving alongside to take on her supplies, *Collett* became the 190th ship replenished by *Sacramento* during her six weeks of duty in the South China Sea. The following 24 hours would notch well above the 200-mark for her in surpassing her previous record of underway replenishments.

—Jean C. Cote, PH1, USN.

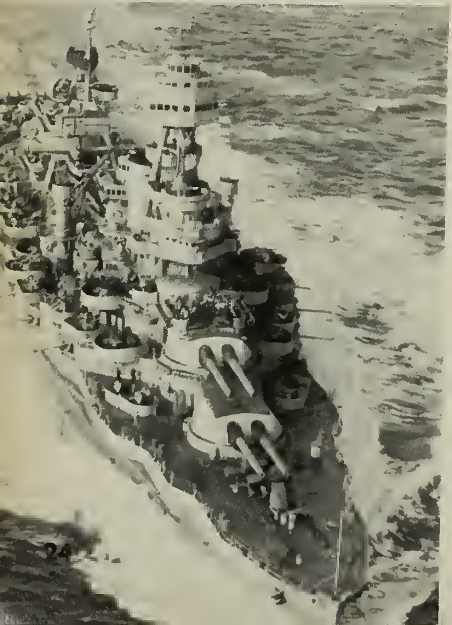
REPLENISHMENT—Deck crew prepares load of supplies for transfer. Rt: Bridge scans for ship's next customer.

The Lone-Star Navy

THE TEXAS NAVY that sailed the Gulf of Mexico for the Republic of Texas between 1836 and 1843 included a total of 12 ships.

It was created by the General Council of the Republic in November of 1835, when the purchase of four schooners was authorized. That bill also provided for the licensing of privateers to engage in military action during 1835 and early 1836.

USS Texas (BB 35) now flagship of the Modern Texas Navy



By the fall of 1837 all four ships in the original Texas Navy had been lost, and for about six months the Republic had no Navy. In March of 1839 the Republic of Texas bought the merchant brig *Potomac* for $8000, but used her only as a receiving ship in Galveston.

During Texas' fight for independence, the Texas Navy, led by Commodore Edwin Moore, held its own against Mexican forces.

Predictably, no titanic sea battles were fought in that struggle. However, the tiny Navy proved to have a diversionary value, which kept the opposing side occupied when its forces might have been employed elsewhere to the detriment of the young Texas republic.

When the Mexican government announced a blockade of the Texas coast, Moore blockaded the opposition's coastline instead. In fact, the Texas "fleet" closed the port of Vera Cruz, captured the town of Tabasco and even defeated Mexican naval units.

THE TEXAS NAVYMEN displayed great zeal in their efforts, and it has been said that without its Navy Texas would not have gained its independence when it did.

With little more than verbal support from its own government, the Lone-Star Fleet still made effective use of seapower at various times. The fact that it was in any way effective is something of a miracle in view of the financial predicaments in which the Navy constantly found itself.

President Sam Houston of the Texan republic did not see the need for spending money on ships, and in November of 1843 he put the Texas Navy up for auction. Although the people of Galveston forcibly prevented bids from being submitted, the active career of the Texas Navy had ended.

After Texas became a U. S. state in 1845, the Texas fleet was transferred to the United States Navy in June of 1846; it consisted of *Austin*, *Archer*, *Wharton*, and *San Bernard*, and of those only the sloop *Austin* was still considered fit for sea.

IT WAS MORE THAN a hundred years before Texas bought another naval vessel. This time it was the State of Texas that purchased the battleship *Texas* which had fought

Texas Navymen of today . . . Members of University of Texas NROTC

in World Wars I and II under the flag of the United States.

USS *Texas* (BB 35) was built for the United States Navy in 1914 at a cost of nearly $6 million, considered a fantastic amount of money for one ship at that time. But the U. S. Navy demonstrated she was worth every cent. She had the most efficient reciprocating engine in the Fleet and could make 19 knots with little effort.

The World War I battlewagon saw action again in World War II when she served as a gunfire support ship for amphibious landings in both the Atlantic and Pacific Oceans, including the historic landings at Normandy and Iwo Jima.

When USS *Texas* steamed to Houston to be decommissioned in April of 1948, she was the first battleship to become a memorial in the state for which she was named.

Three others have since been ceded to the states for which they were named and are also operated as war memorials and museums. They are USS *North Carolina* (BB 55), USS *Alabama* (BB 60), and USS *Massachusetts* (BB 59), which were purchased by those states in 1962, 1964 and 1965, respectively.

Today, *Texas* is berthed just off the Houston Ship Channel on the San Jacinto Battleground, some 21 miles east of downtown Houston on Texas Highway 134, having been recommissioned as flagship of the Texas Navy.

IT WAS Governor Beauford H. Jester who recreated the "new" Texas Navy by gubernatorial proclamation in April of 1948. A former Secretary of the Navy, Governor John B. Connally, commands the Texas Navy today. Fleet Admiral Chester Nimitz, a native Texan, was the ranking admiral of the recreated Texas Navy until his death.

If USS *Texas* is to be called the flagship of the modern Texas Navy, perhaps the University of Texas NROTC unit might be thought of as the Texas naval academy. Among its ex-students and faculty exes are the ensigns and the admirals of today's and tomorrow's Navy.

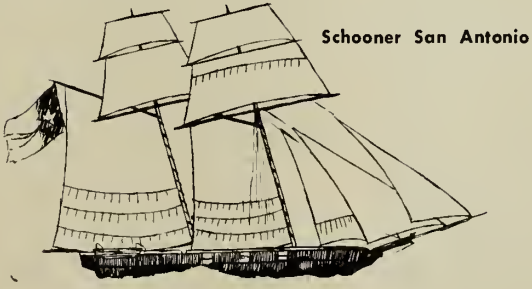
Rear Admiral Donald G. Irvine, who today is Commander Naval Force Korea/Chief U. S. Naval Advisory Group, Republic of Korea Navy, is still remembered on the UT campus as the Professor of Naval Science from 1956 to 1958. And the admiral recalls his Texas Navy days with pleasure. Among other things he is remembered on the Texas University campus for starting the Crow's Nest Co-op as an inexpensive place for midshipmen to live in Austin. It flourishes today.

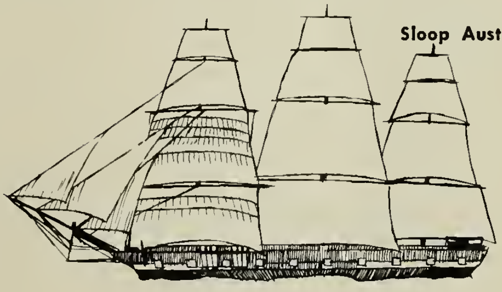
The University of Texas NROTC unit is not only one of the largest of 53 such Navy-college campuses, but it is also one of the most active. There is a long tradition of cooperation and support for NROTC activities by University administrators.

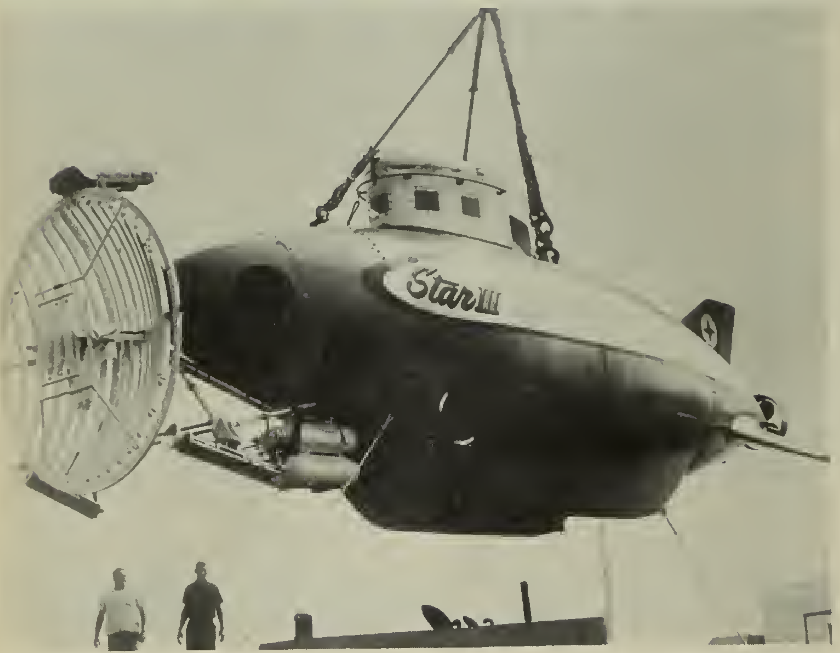
The NROTC unit is the oldest Reserve Officers Training Corps present on the University of Texas campus. Since the UT-NROTC first opened its doors in September of 1940, thousands of graduating students have received commissions in the United States Navy or Naval Reserve, or commissions in the United States Marine Corps or Marine Corps Reserve, along with their bachelor's degrees.

The Texas Navy, past and present, may be small in size, but it is long in tradition. You'll find longhorns sailing with every ship in the Fleet.

—John B. Mayo, LT, USN


Schooner San Antonio


Sloop Austin



STAR III, two-man research submarine, logged 100 hours underwater and made 25 dives, 18 of them over 1000 feet, during sound propagation studies.

Gold Hashmark Club

Forty men with a combined total of 722 years of military service were singled out for special distinction by becoming members of the newly created Gold Hashmark Club of the guided missile light cruiser USS *Topeka* (CLG 8).

During a ceremony held at the Enlisted Men's Club at the San Francisco Bay Naval Shipyard, *Topeka's* commanding officer presented the group with their membership cards.

To be eligible, an enlisted man must have served with good conduct for 12 or more consecutive years. The major recognition given such men is the right to wear gold rating insignia and gold hashmarks on their uniforms instead of the traditional red.

By becoming members of the Gold Hashmark Club, *Topeka*men become eligible for a number of special privileges, including preference in liberty and parking.

The ship's commanding officer, Captain William M. Montgomery, congratulated the group and expressed his hope for the continued growth of the club's membership.

Topeka is now undergoing overhaul at the San Francisco Bay Naval Shipyard. Home port is Long Beach.

And Now For 100,000

The pilots of Helicopter Training Squadron Eight have flown their choppers for more than 75,000 hours without an accident.

The Pensacola-based squadron won the Chief of Naval Operations' Naval Aviation Safety Award for fiscal 1966 and two quarterly awards from the Chief of Naval Air Basic Training during the past year.

HT 8's accident rate for fiscal 1966, when it won the CNO award for the third time since 1960, was less than one-fourth the Navy-wide rate for helicopters. It was the lowest accident rate in the Naval Air Training Command.

With the expense of HT-8's two helicopter models running about $600,000 per H-34 advanced trainer and $60,000 per H-13 primary trainer, the low accident rate meant considerable savings to taxpayers.

Shark Chaser

A new type of Navy shark repellent device has successfully passed a series of tests, demonstrating that it is effective against various types of sharks.

The device is a five-foot long plastic bag which screens a man in the water from any sharks that might be in the vicinity. The bag is filled with water and supported by inflatable cuffs or rings attached to the top of the bag.

The man supported by his life jacket floats inside the bag. In this way blood from wounds or other human clues remain inside the bag, and there are no odors or visible movements to attract sharks.

Tests show that different types of sharks several feet long ignore the bag in the water and, in some cases, go out of their way to avoid it. According to a report on the device, sharks approach close to the bag only when stimulated into a feeding frenzy. In such cases they may make accidental contact with the bag or in rare instances try to bite a bottom corner of the bag, but none of these actions have caused damage to the bag or its occupants.

Several tests have been made with men inside the bag in the vicinity of sharks.

The bag has a black body and international orange cuffs. It can be made of commercially available strong, lightweight, mildew and decay proof plastic materials, such as the material used for boat covers, probably at a cost of less than $10 in normal lots. It can be packed into a compact package and easily carried in an aviator's suit.

When the man enters the water, he opens the bag, fills it with water, gets inside and inflates the cuffs much as one inflates a child's plastic swimming pool. Refinements planned for the bag include a strap to provide a seat so the man in the bag can rest himself and heat pills to keep water warm inside bag.

The Office of Naval Research is preparing to recommend adoption of the device by the Fleet.

Clymer Still Tops

One of the Navy's oldest commissioned ships has proved she can still sail with the best of them. USS *George Clymer* (APA 27), the oldest APA in commission, ran up the meatball pennant early this year, after winning the Battle Efficiency "E" (for 1966).

Clymer was commissioned in 1942 and bears the name of an American patriot who was a signer of the Declaration of Independence. The ship has been called the "Lucky George." She saw extensive action during World War II and Korea (and now Vietnam) with barely a scratch.

During 1966 the attack troop transport spent a good deal of time in the Western Pacific. She was on hand in the South China Sea to disembark one of the first Regimental Landing Teams to become involved in the Vietnamese conflict. She transported several additional units to Vietnam, supported operations Game Warden and Market Time, and provided laundry service, good food, movies and a cool night's rest to battle-weary Marines at Chu Lai.

Roving Dental Office

A dental office on wheels in use at Naval Air Station, Cubi Point, Philippines, is saving lots of time by bringing preventive dentistry to Navymen on the job.

A truck, once used to take pilots in pressure suits to their aircraft, was converted, and a dentist's chair and other equipment were installed.

The unit is being used to give Navymen their annual stannous fluoride treatment, which consists of cleaning and polishing the teeth and then coating them with a fluoride solution.

Previously a patient had to be treated in the dental office at the Naval Air Station's administration building. Because of scattered facilities at Cubi Point, a man often wasted hours getting to and from the dental office.

Now a man can be given the fluoride treatment and be back to work in less than 30 minutes.

The truck has a 56-gallon water tank in its roof, although water usually is obtained by attaching a hose to a nearby water faucet. Electric power is supplied by plugging an extension cord into any outlet.

Nice to Have Around

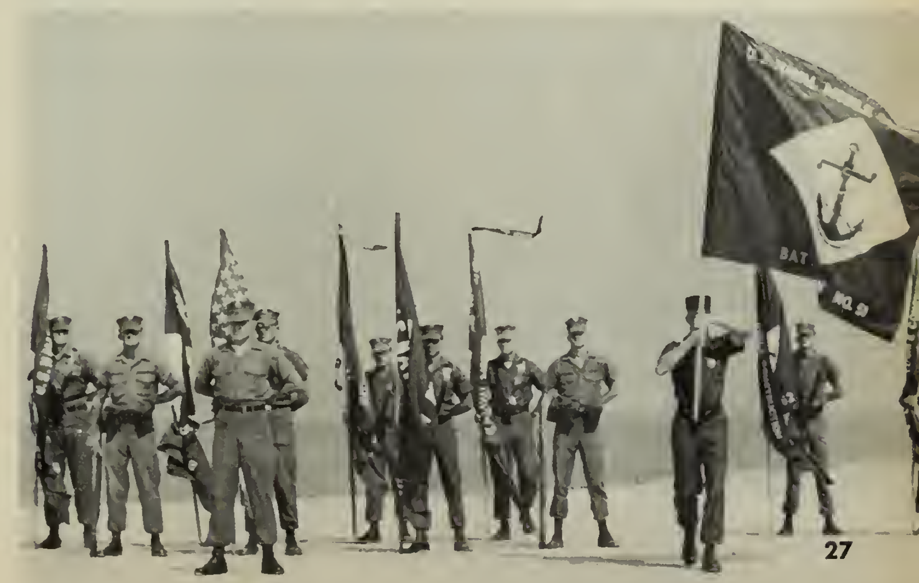
Where pier space is insufficient to handle incoming supplies, a tank landing ship is a handy thing to have around—better still, squadrons of them.

USS *Caddo Parish* (LST 515) is typical of the World War II type landing ships which make up Landing Ship Squadron Two. *Caddo Parish* was built in 1943 and was on hand to take part in the Normandy operation in 1944. During the decade following the war, she operated in the Atlantic, Caribbean and the Mediterranean before being decommissioned in 1955.

In 1963, *Caddo Parish* was taken out of mothballs and commissioned in reserve. Her real call, however, didn't come until 1965 when she was fully activated and her crew beefed up from 50 to 100 men. She was overhauled and sent to Vietnam via the Panama Canal and Pearl Harbor.

In Vietnam, *Caddo Parish* and her sister LSTs have helped solve the pier problem by simply landing material directly on the beach. The LST is capable of carrying anything from aspirin tablets to 1000-pound bombs—to mention a couple of items. She carries other things, too. For example, *Caddo Parish* alone carried more than 12 million pounds of cement in a period of a few months to airfields in Vietnam. Chu Lai, Da Nang, Qui Nhon and Phan Rang have also received supplies from her.

The ability of the LST to land material without the benefit of piers makes it easier for the United States to bring its industrial power to bear against the enemy in an area where port facilities are swamped in the flood of incoming supplies.



25TH BIRTHDAY—Commanding officers of Seabee battalions in Vietnam represented their units at presentation of battalion colors ceremony. Birthday observance was held at 30th Naval Construction Regiment, Camp Haskins.

PacFlt Message Computer

A data processing computer, the only one of its kind in the Pacific area, began operation in February in the Pearl Harbor communications center.

Designed to be used in the processing and routing of the thousands of messages sent and received every day by CINCPACFLT, the RCA 301 is claimed to be the most sophisticated message computer of its kind in the world.

Two other computers of this type, although not as elaborate, are used by the Navy at two Atlantic Fleet commands.

The RCA 301 in operation resembles an assembly line. A message on paper tape is fed into the computer's paper tape reader. The computer is programmed to verify the message, to insure it meets communications security regulations, and to scan handling instructions. It also checks and indicates commands for which the CINCPACFLT communications center receives messages.

From here, the computer automatically routes messages by category (of which there are 125) to respective internal divisions.

If the message does not fall into one of the 125 categories, it is projected by TV to the computer room, where a radioman makes a decision on how to route the message. Then the message is printed out, and from the printer a copy of the message is given to the Communications Watch Officer for a final check before transmittal.

In full operation the computer requires a crew of four men to operate the various computer components.

It is anticipated that successful operation of this computer will permit the beginning of similar computer-controlled systems at other Pacific Fleet commands.

INSTRUMENTED PILOT takes off on flight to provide stress data for study.

Recording Stress and Strain

Now the Navy is attempting to learn more about the degree of strain a pilot faces during actual combat operations.

Visiting for a month aboard USS *Constellation* (CVA 64) operating in the Tonkin Gulf off Vietnam, a Navy-NASA biomedical team has collected information which will provide the Navy with physical and nonphysical stress data never before gathered in depth in an aviation combat environment.

The NASA members of the team made in-flight electrocardiographic and respiratory recordings on pilots during runs against enemy targets, as well as during carrier takeoffs and landings. The Navy contingent collected blood samples immediately before and after flight for later biochemical analysis.

When the data analyses are completed back in the States, they will be correlated and then comparisons made with other previously gathered reports of similar studies of personnel under noncombat conditions.

Information obtained will be used to establish norms for in-flight physiological functions and to determine which of these can be most easily monitored to identify fatigue before it adversely affects efficiency or safety.

The findings will form the basis for further studies in naval aviation research programs concerning pilots and other personnel under stress.

A preliminary feasibility study was conducted on board USS *Bon Homme Richard* (CVA 31) in 1965 by NASA for the Bureau of Medicine and Surgery.

PILOT PROVIDES flight surgeon with data on snacks, sleep and other factors before a mission.

Long Time Seabee

A Navy chief petty officer, who claims he holds the current record for continuous service with the Seabees, has passed the quarter-of-a-century mark of service in the Navy. In his action-filled career he has seen much of the world and done many interesting things. For example, he hoisted the American flag on "Little America III" during Admiral Richard E. Byrd's military expedition to the Antarctic in 1946-47.

Senior Chief Builder Milton Wise, who is now on duty with Mobile Construction Battalion Six outside Da Nang in South Vietnam, has completed 25 years of naval service in the same year in which the Seabees are celebrating their 25th anniversary.

Chief Petty Officer Wise entered the Navy in January 1942. After recruit training at Newport, R. I., he joined the first elements of Construction Battalions Two and Three at the Quonset Point Naval Air Station. The new units of civilians recruited for military construction duties were among the first members of the World War II famed "Fighting Seabees."

In March 1942, after the first Seabee battalions were officially commissioned, Chief Wise landed with the First Seabee Battalion on New Hebrides, a group of islands in the South Pacific. He later served with the Fifth Seabee Battalion on Samar and Cebu Islands in the Philippines.

During the mass deactivation of Seabee units after the war, Chief Wise saw duty with five more Seabee units: the 30th, 103rd, 8th, 23rd, and the 109th. In January 1947, during Admiral Byrd's fourth expedition to the Antarctic, Chief Wise, then a carpenter's mate first class, was in charge of a Seabee detachment building a camp in the Bay of Whales, when Admiral Byrd presented him the American flag to raise over the area now named "Little America III."

Chief Wise, who was promoted to chief petty officer in 1951, has also served with the following units: MCB-1 (twice); Public Works Department at Port Lyautey; MCB-5; Argentia; instructor and recruiting duty; and the Public Works Department at Bermuda. He joined MCB-6 on duty in Vietnam last June.

Chief Wise is married to the former Miss Leona Dragon of Chicago. They have a son in college, a married daughter and one grandchild. —**Willie Stephen, JO1, USN**

Diving Record

While doing some advance scouting for the Sealab III project, a chief boatswain's mate set a Navy depth record for swimmer dives.

The chief, Richard Villasenor, submerged to 440 feet to survey the sea's floor just off San Clemente Island, near San Diego, Calif. Before returning to the support ship, USS *Apache* (ATF 67), he planted a sign on the bottom, welcoming the Sealab III expedition.

During the dive the chief used a conventional non-heated wet suit with swim fins, a weight belt and a specially designed helmet adapted to a helium-oxygen breathing system.

The survey team also used a new diving device, called the ADS for Advanced Diving System.

RECORD SETTER—Richard Villasenor, BMC (DV) shows diving helmet he used to make 440-ft dive to future Sealab III site near San Clemente Island, Calif.

ADS is a prototype of the personnel transfer capsule and deck decompression chamber systems being designed for use with the new salvage tugs scheduled to be built for the Navy in the near future. The purpose of the ADS is to allow the diver to spend more time on the bottom.

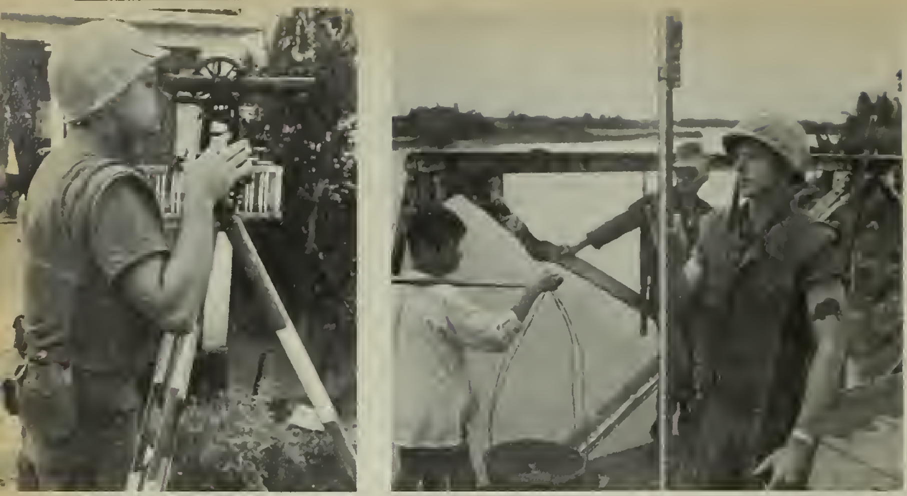
Before the dive the swimmer enters the capsule, which is then pressurized to match the pressure below. The swimmer (and capsule) are then lowered. Because he has already been pressurized, the diver can begin work immediately, and keep working longer than was previously possible.

The Advanced Diving System can be quickly and easily outfitted for installation aboard any relatively small, tug-type ship. When such systems are available, ComServPac plans to have at least two in the Pacific, ready to go on short notice.

The system would be airlifted to the scene of diving operations and installed upon an available ship. The capsule would be accompanied by trained ComServPac divers and medical men.

After the operations the system would be returned to its base until needed again.

THIS IS A MODEL?—Sub model is loaded for trip to Carderock, Md.



MAKING PLANS—Seabees Alva Persons, EAS2, and Jack Stevens, EAS3, survey land in Vietnam with transit and rod for a bridge reconstruction project.

Seabee Surveyors

Seabee Alva Persons and his surveying crew have a way of attracting unfriendly attention from the Viet Cong.

It's not that the Seabees are such an unlikable group. It's just that wherever the surveying team goes, bulldozers and helicopters and (worse yet) Marines are likely to follow. This possibility is a matter of concern for the VC, so when the surveying instruments come out of their cases the enemy comes out of the woodwork.

To keep all this animosity under control Persons (a second class engineering aid surveyor) and his group are usually accompanied in the field by a contingent of allied troops.

The escort can usually count on some action. At Quang Tri, for instance, the Marine security group fought the Viet Cong while, 300 yards away, the survey crew assessed the lay of the land for a possible airstrip.

At Gia Viuc, the surveyors were guarded by Vietnamese Special Forces. Toward the end of the day, when the engineers had reached the far end of the area to be surveyed, the escort troops became involved in a battle with the VC. The Seabees finished their assignment and were airlifted from the area while the special forces kept the enemy busy.

At another location in the southern I Corps area two surveyors, a Marine colonel and the security platoon were pinned down for two days until reinforcements could arrive—but in the meantime the remainder of the Seabee crew finished the survey.

The Seabee survey crew have been both skillful and fortunate in avoiding casualties. Their only loss occurred not in the field but in DaNang, when a crewmember was hit by sniper fire while laying out a portion of Liberty Road near hill 55. But the wound was not serious, and the man was back on the job two days later.

Master Chief Petty Officer of the Navy

Since Master Chief Gunner's Mate Delbert D. Black assumed his role as the Navy's Senior Enlisted Advisor last January, he has traveled over a great deal of territory and met with a sizable number of individuals of major importance.

He has since been redesignated as the Master Chief Petty Officer of the Navy, and his fact-finding trips have taken him from coast to coast.

Master Chief Black has talked with headquarters, naval district and command officials. All his discussions have centered about one subject—the Navy's enlisted men.

Back in Washington, D. C., Chief Black's appointment book included, during a brief period, the following officials: Chief of Naval Operations, President of the Navy Relief Society, and Chairman of the House Armed Services Committee.

Between meetings, he has spent a major part of his day answering letters from the Fleet. Through these letters he has received many new ideas directly from Navymen. It is also through this medium that he expects to pinpoint potential trouble spots within the Navy's retention program.

"One problem," he says, "is that first-term enlistees don't seem to know where to get correct career information. The majority really don't have the picture on what the Navy has to offer. This is, perhaps, because most of them don't know where to turn for proper counseling.

"And this brings up another point. Since I attended the Career Information and Counseling School in Norfolk and have seen what it can do, I have been recommending that commanding officers send their best petty officers to this school whenever the opportunity permits."

If every command were to establish a full-time career counseling program, and were to provide an office where enlisted men could learn about specific programs for which they might be eligible, there would be a marked increase in reenlistments, the Master Chief Petty Officer of the Navy believes.

NUC to UDT

Underwater Demolition Team 11, one of the Navy's amphibious units, has received the Navy Unit Commendation for its contributions to the Vietnamese combat effort.

Only a portion of the team's 133 officers and men were on hand at Subic Bay as the award was presented to Lieutenant Commander Charles Laws, skipper of UDT-11.

Other members of the team were scattered throughout the Western Pacific on missions similar to those which had earned the NUC for the unit. (See also pages 8-12.)

The Navy frogmen were selected for the NUC for the support they rendered to military operations in the Pacific and the Republic of Vietnam between 28 Jan 1964 and 5 Sep 1966.

The citation stated that the team had contributed significantly to the success of eight major amphibious assaults in the Republic of Vietnam and continued with the following list of accomplishments:

- Conducted overt and clandestine reconnaissance over 110 miles of beaches, harbors and rivers.
- Supported the Seventh Fleet Amphibious Force, Naval Support Activity Da Nang and several other Fleet units with demolition, reconnaissance, diving, ordnance disposal, search and salvage operations as far north as the demilitarized zone.
- Performed special coastal survey missions instrumental in establishing Cam Ranh Bay as a major port.
- Participated in joint operations with Western Pacific allied forces.
- Served as the prime Pacific Fleet recovery teams for all phases of project *Gemini* and trained 60 ships' crews in swimmer-diver capsule recovery techniques.

UDT–11 returned to the Western Pacific on 3 March, and the award was presented in the theatre in which it was earned. Platoons have been assigned to special reconnaissance missions in Vietnam.

Combat Stores for Real

As the two helos from USS *Mars* (AFS 1) began to transfer stores to the guided missile heavy cruiser USS *Canberra* (CAG 2), the pilots had no trouble deciding from which side to make their approach.

Canberra was blasting away with her 8-inchers at the time.

It happened one night off the Vietnamese coast, when *Mars* received a message from *Canberra* requesting replenishment. The cruiser was standing by near the beach on a gunfire support mission for troops ashore.

Mars joined *Canberra* shortly before midnight and launched her two H-46 *Sea Knight* helicopters for a vertical replenishment. Midway through the replenishment, *Canberra* radioed she had to commence firing immediately.

Mars' skipper ordered the helo pilots to continue the replenishment. As *Canberra's* guns thundered from one side, the helos continued delivering supplies to the other side, until the vertrep was completed.

Mars' in-combat vertrep advanced the primary aim of the Navy's replenishment program—keeping ships on station, ready for action.

COMBAT BREAK aboard *USS Collett* (DD 730) in the Gulf of Tonkin provided time for four crewmembers to reenlist for six years. *Left to right:* SF2 William Tomotchko, RM1 Alfred Zimmerman, EM2 John Frederici and EM2 Richard Semon. Captain A. G. Franch administered oath to battle-ready group.

Honors for *Intrepidmen*

Lieutenant Commander David R. Murphy was recently awarded the Navy Cross for his heroism while serving as plane commander of a search and rescue helicopter flying from USS *Intrepid* (CVS 11).

During a flight inland into North Vietnam in an attempt to rescue a downed Navy flyer, he ran into heavy ground fire, but continued to try to locate and rescue the aviator.

During his second search, his hovering helo was riddled by automatic weapons fire, which completely disabled one of its engines. LCDR Murphy managed to fly out of range of the guns and headed for the sea.

When he reached the heavily fortified coastline, a barrage of antiaircraft fire struck the helo and damaged it further. Everyone in the aircraft was wounded.

LCDR Murphy and his crew hung on, and nursed the aircraft through the enemy fire toward a U. S. destroyer waiting about 15 miles offshore.

The helo's controls finally failed completely as it neared the ship, but LCDR Murphy managed to ditch the aircraft in an upright position, and prevented further injury to his crew.

He also received an Air Medal and Purple Heart during the ceremonies, held at Naval Air Station, North Island, in San Diego.

During the same ceremony, 75 other Navymen received awards. They included five Silver Stars, three Distinguished Flying Crosses, a Bronze Star, 67 Air Medals, five Navy Commendation Medals, four Purple Hearts, two Secretary of the Navy Achievement Ribbons, and a Seventh Fleet Letter of Commendation.

All recipients were members of Carrier Antisubmarine Air Group 53, which last December returned from a six-month tour in WestPac.

Bainbridge Makes Time

The nuclear powered guided missile frigate USS *Bainbridge* (DLGN 25) showed her stuff recently when she completed a 6600-mile cruise from Subic Bay, Philippines, to Fremantle, Australia, and then to Yankee Station off the Vietnam coast, at an average speed of 27.6 knots.

During the first leg of the cruise, from Subic Bay to Fremantle, a distance of 2996 miles, *Bainbridge* averaged 26 knots. On the trip from Fremantle to Yankee Station, a distance of 3673 miles, the ship averaged 29.2 knots. The latter distance and speed is equal to 700 miles per day.

The nuclear powered frigate is presently on her second tour of duty in the Western Pacific, along with the nuclear powered carrier USS *Enterprise* (CVAN 65) and the cruiser *Long Beach* (CGN 9).

SHIPSHAPE—Sailor swabs flight deck of *Quonset Point*, a miniature aircraft carrier from the Naval Air Station of the same name, for a coming display.

Call Them Cool

If you were given the chance to go out to an old Navy blimp hangar and run around in your skivvies in 34-degree weather, you'd probably call a corpsman for the man who asked you to do it.

But a group of high school boys from the Lakehurst, N. J., area did it without question. And what's more, they enjoyed it.

The occasion was the Third Annual Naval Air Reserve Indoor Invitational Track Meet, held for Jersey Shore area high schools at NAS Lakehurst.

It all started early in 1965, when the Navy offered the use of Hangar Six, an old blimp hangar, to one of the schools as a home site for its indoor track season. Later in the season Captain Norman E. Berg, then NARTU's commanding officer, offered to climax the indoor season by sponsoring a meet for Ocean and Monmouth County high schools in Hanger Six.

Thus, the annual track meet was born. And it's looked upon by many as the highlight of the indoor track season on the Jersey Shore.

This year the polar climate of Hangar Six failed to hamper the high school harriers, who broke six meet records in the 34-degree temperatures.

As one spectator put it, "Even if you don't care for track, it's an experience just to watch the runners in shorts slowly turn blue."

On the plus side, he added that no other indoor meet has more room. "It makes the Milrose Games in Madison Square Garden look as though they were being held in a closet."

And, of course, the Navy is gaining a lot of friends in Lakehurst.

Smile! You May Be on TV

The crew of USS *Saratoga* (CVA 60) isn't deprived of television while at sea. The ship's own closed-circuit television station, WSAR-TV, provides fare which is both entertaining and educational.

For example, when a Mediterranean cruise was in *Saratoga's* future, WSAR-TV scheduled a series of programs which instructed the crew in foreign languages they would need in Mediterranean ports. WSAR-TV also shows training films and shipboard activities as a part of its educational program.

Movies from the United States provide a large portion of the entertainment on *Saratoga's* TV station. The crew is kept abreast of world events by daily reports on the news which also include weather reports. An abundance of records provide the *Saratoga* crew with music for all tastes.

Saratoga has about one television set for every 30 men and has scheduled several improvements in the system, one of which calls for a video tape recorder.

The improvements, together with the programming to which *Saratoga* sailors have been accustomed in the past, should keep CVA 60's crew glued to the tube during their off-duty hours.

Springfield Returns

The guided missile cruiser USS *Springfield* (CLG 7) has returned to the United States after more than three years in the Mediterranean. Boston, Mass., will be her new home port.

Springfield was stationed at Villefranche-sur-mer on the French Riviera during her overseas tour, as flagship of the U. S. Sixth Fleet.

She visited over 40 ports in 12 countries as a goodwill ambassador. Important guests included King Constantine of Greece, Princess Grace of Monaco, and various ambassadors and military officers.

The ship departed France to comply with the French government's request that U. S. forces vacate France.

Springfield is now a unit of the U. S. Atlantic Fleet Cruiser-Destroyer Force.

Oriskany Awards

The heroism of USS *Oriskany* (CVA 34) crewmen was officially recognized at a San Francisco Bay Naval Shipyard ceremony recently.

Six Navy and Marine Corps Medals and 13 Navy Commendation Medals for heroism were awarded for acts performed during last October's fire aboard the carrier. *Oriskany's* Captain Iarrobino credited the men's action with keeping the fire casualty toll from rising.

During the same ceremony, the captain also presented two bronze stars, three air medals, five Navy Commendation Medals and nine Secretary of the Navy Achievement Awards to *Oriskany* crew members for outstanding performance during deployment in Vietnam waters.

Firebee for Real

A new measure of realism has been added to the *Firebee* jet target drone.

Two new systems, which may be installed in existing drones or incorporated in production, allow the *Firebee* to attack at treetop heights at speeds in excess of 400 knots, then climb to altitude to challenge Navy fighters with high G maneuvers normally expected only of manned high performance aircraft.

Both the new systems are now operational following extensive testing at Navy and Air Force installations over the past year.

CHECKING UP—Pilot makes preflight inspection with lineman. *Rt:* Trainer prepares student for the real thing.

Flying Off and On the Ground

ONE OF THE more important steps in the education of a naval jet pilot student is his tour aboard Training Squadron Nine at NAAS Meridian, Miss. He comes to Meridian after his tour at Pensacola where he graduated from the prop-driven T-34 *Mentor.*

As a rule, the squadron trains about 390 potential aviators annually, with about 125 on board.

During the 20 weeks of basic jet training, the student spends about 90 hours in the T2A *Buckeye* jet trainer. He learns the techniques of six different stages of flight, transition, acrobatics, basic instruments, radio instruments, night flight and formation flying.

In addition to lectures and before he climbs into the cockpit of his jet, the student receives a taste of things to come in a mockup of the actual plane, complete with all instruments. Here, he is confronted with the possible problems he might meet during actual flight.

When he is ready for actual flight, he and his instructor will discuss what they are going to do, and the instructor makes sure that the actual procedures are clear in the student's mind.

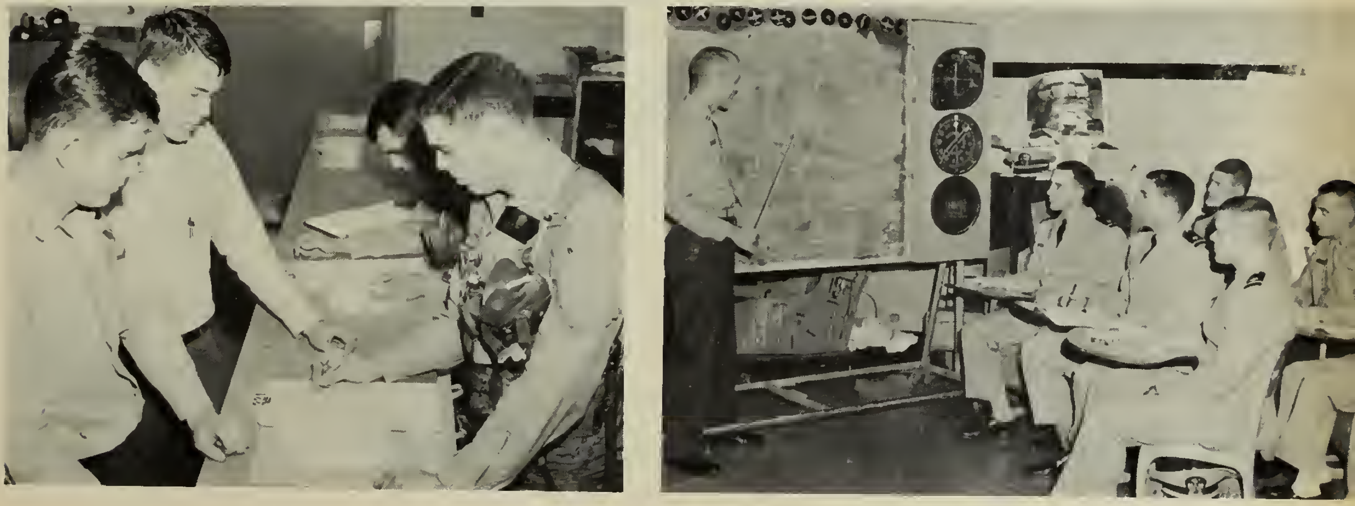
Now the student is ready to check out his aircraft and review the yellow sheet, which tells him of any past discrepancies of his plane. The final step before takeoff is the preflight, during which he checks for mechanical and safety problems—oil and fuel systems, escape systems, tires.

After all this, actually getting off the ground seems relatively simple.

Following his flight, the student is debriefed—in other words, he learns how many errors he committed and how they may be corrected. Problems are discussed, and the instructor analyzes his progress.

In addition, he receives 200 hours of academic instruction in subjects such as aircraft engineering, meteorology, navigation and naval leadership.

—Photos by S. Wright, PH3, USN



FUTURE JET SET—Aircraft is logged out for flight. *Rt:* Students get the word on basic concepts of radio instruments.

HIGH STEPPER—SK2 Jack Pearce Jr., demonstrates karate kick. Right: Pearce and fellow instructor Chur spar.

NAVY SPORTS ACTION

From Black Belts to Bob Sleds

Karate Instructor

A Navy storekeeper and two Korean stevedores are now teaching the ancient sport of karate to interested sailors at the U.S. Naval Support Activity, Da Nang, Vietnam.

The storekeeper, SK2 Jack Pearce Jr., USN, qualified as an instructor by winning the black belt, a degree of high excellence in karate, under the direction of four representatives of a Korean karate school.

Pearce first tried the sport while stationed in Oakland, Calif., and there attended a school offering instruction in judo, aikado and karate. Then his orders came for duty in Da Nang.

While demonstrating the sport's various techniques to several sailors at the support activity, he was observed by Kim Chur, a stevedore at the base and holder of the black belt from the Korean school. He was invited to practice with Chur and three other black belt holders, and after several weeks was accepted by them as a student.

The karate course proved to be strict, but with the help of his Korean coaches, Pearce became the first American to win the first-degree black belt from the school.

Pearce later became a member of the support activity's special services department after initiating judo and karate classes for the men at the base. With the help of volunteers Kim Chur and Chum Ku Lee of the karate school, he is now teaching classes four times a week at the Elephant Beach Recreation Center on the outskirts of Da Nang.

—Story by Bob Young, JO1, USN
—Photos by Bob Howard, SN, USN

Navymen Bob Along

Three Navymen will be sliding down the bobrun for the United States at the 1968 Winter Olympic Games in Grenoble, France.

The three are part of a bobsled team of five which represents the Navy in that sport. The team was formed in 1964.

Lieutenant Paul Lamey, driver, and AMM2 Robert Huscher, brakeman, will be competing for the U. S. in the two-man sled competition. ABM3 Kenneth Morris will team with three other American sledders in the four-man bobsled competition. A fourth member of the Navy team, BU3 Harry Petersen, will be

IN THE MIDDLE—Lieutenant William Moroney of *USS Saratoga* (CVA 60) keeps trim by donning referee uniform to officiate at professional hockey games.

an alternate for the four-man event.

The Navy men were selected as a result of their victories in several bobsled events this year. The team won a silver medal in the National Diamond Trophy Races and scored a third place win during the Adirondack AAU Championships. Lieutenant Lamey and Robert Huscher teamed to win the International Gold Cup races two-man bobsled championship and also the North American two-man sled event.

Last year the team won seven medals in the world trials but missed a U. S. World's bobsled team selection by a scant half-second in the last race. But they'll be there in 1968.

MacLeay Behind the Bat

Umpires have not always been noted for their popularity, but one keeps getting called back for more.

The man is Robert J. MacLeay, a chief machine accountant at NAS Atsugi, Japan. MacLeay is Military Softball Commissioner of the Far East (MSCFE), and head of the local officials' association.

As qualifications for those two jobs, MacLeay lists a record of softball playing and officiating which dates back 18 years. Beginning in 1949, he played and umpired for 12 years in the San Diego area. During that time he umpired in the 1958 All-Navy Championships and the 1959 Women's National Championships in Stratford, Conn.

As a player, MacLeay went to the All-Navy finals in 1962 as a first baseman for NTC Bainbridge, Md.

Two years later, he umpired in the Men's World Championships.

In 1965, MacLeay was chosen as Assistant Softball Commissioner of Southern California. He also traveled to Melbourne, Australia, to officiate in the first Women's International Championships.

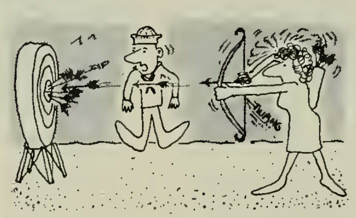
His most recent achievement was an invitation to instruct at an international clinic for umpires in Shimizu City, Japan—no mean feat in a country where ball-playing is regarded as seriously as a Navyman's morning coffee. The invitation was extended to MacLeay by the executive secretary of the Japanese Softball Association.

As a chief data processing technician, MacLeay has a good head for figures, and as an umpire, you can count on him too.

FROM THE SIDELINES

Cupid is a bow-and-arrow expert, but he would have to take a back seat in accuracy of aim to Hospital Corpsman Deborah L. Clark.

She, too, is an an archer, and an exceedingly successful one. The 19-year-old blond, blue-eyed Wave has a string of championship wins that would make the professional archer envious.



Deborah is from a family of bow men. Her mother is Ann Clark, three-time national archery champion, and her father is Jack Clark, also a professional archer and considered tops in bow hunting.

Deborah began tournament target archery at eight years old, and at 11 captured the national junior championship. At 14, she entered the women's division to get more competition and immediately placed in a series of tournaments including third place in the Women's National Target Meet.

At 15 Debbie won the 1963 U. S. Indoor Field Archery Championship and then competed in the Federated International Target Archery finals. She succeeded in winning a berth on the United States team to compete at the International Archery Federation's World Championship at Helsinki, Finland. At Helsinki she placed 10th among women representing 50 countries.

Deborah is getting back in practice during her off hours at the Naval Aerospace Medical Center, Pensacola, Fla., where she is now stationed.

She plans to start shooting competively again, possibly for the Navy's archery team.

After completing her tour of duty, she plans to join her parents in professional competition.

Top that, Cupid.

★ ★ ★

Hockey fans can't accuse one referee of not knowing which way the wind is blowing. He's Lieutenant William M. Moroney, aerology officer aboard USS *Saratoga* (CVA 60).

Saratoga is homeported in Mayport, Fla., and during hockey season, Moroney switches from his Navy uniform to the black-and-white stripes of a referee for the home games of the Jacksonville Rockets.

During his off-duty officiating, Moroney keeps his weather eye on players in his job as linesman.

★ ★ ★

Navy Commissaryman 1st Class Lawrence E. Fryar of FLE-ACTS, Yokosuka, Japan, defeated Charles K. Wilson of the Air Force to become winner of the over 205-pound weight class of the Interservice Judo Championships.

Fryar was defeated, however, in his bid for the over-all championship which was won by 154-pound class winner, Air Force second lieutenant Paul K. Maruyama.

The Interstate Judo Championships were held at the Marine Corps Recruit Depot at San Diego, Calif. They were conducted according to the rules of the Amateur Athletic Union.

—Larry Henry, JO2, USN.

A DRUGSTORE just around the corner is a MUST, so far as the Army is concerned. MUST stands for Medical Unit, Self-contained, Transportable. The medical unit now being developed by the Army is a pharmacy which will be used in conjunction with the MUST hospital. A prototype is scheduled for delivery next spring.

If the Army achieves its research goal, its MUST pharmacy will be ubiquitous. It can be set up and operated in the frigid Arctic wastes as well as in the steaming jungle.

The unit will be a collapsible, medium-size shelter with facilities for stocking and storing between 400 and 500 different pharmaceuticals, a water purification unit, a refrigerator and even a sink.

It will be transportable by ground, water or air over all kinds of terrain. The unit will be operable in temperatures ranging from 65 degrees below zero F. to 120-degree heat.

★ ★ ★

AN ANTITANK WEAPON that hurls guided missiles and is fired from an infantryman's shoulder is being developed for the Army.

The weapon is called the *Dragon*. It is the Army's first guided missile system which is portable enough to be used by a single infantryman against such targets as tanks and bunkers. Because it weighs only 27 pounds, it is also well suited for airborne and airmobile operations. It was formerly called MAW, for Medium Antitank Assault Weapon.

Tests have shown *Dragon* to be superior in range, accuracy and lethality to the 90-mm recoilless rifle it replaces. It is so simple to operate that it can be used by field troops without extensive training. All the gunner need do is keep his sight on the target. No ranging or leading the target is required.

REAL STEAMER—Smoke shoots from Army *Lance* missile as it is fired from mobile launcher at White Sands range.

HELPING HAND—Wounded soldier is helped aboard helicopter after fire fight near Cu Chi against Viet Cong.

AFTER NEARLY 177 YEARS as a member of the U. S. Treasury Department, the Coast Guard has joined the newly formed Department of Transportation.

The Coast Guard was founded by Alexander Hamilton in 1790. The limited activity of the first 10 cutters of Hamilton's day seems rather puny to present day Coast Guardsmen as they serve aboard sparkling new ships and aircraft recently added to their fleet.

There are about 34,000 Coast Guardsmen serving throughout the world from the Arctic to the Antarctic, in the Mediterranean Sea, the Atlantic and Pacific Oceans, throughout the United States, and in Vietnam.

★ ★ ★

THE T-33 JET TRAINER has been retired from its training job with the Air Force.

Known as the *T-bird* to the thousands of pilots who trained in it, the T-33 has been replaced at all Air Force pilot training bases by the T-38 *Talon*.

More than 36,000 Air Force pilots have completed training in the T-33 since the first student to fly in the aircraft took to the air in 1949. Some 5700 T-33 aircraft were produced from 1948-1959.

★ ★ ★

A TINY TWO-WAY RADIO for use in rescue and survival operations will be tested by the Air Force early this spring.

The experimental radio—called a "transceiver" because it transmits and receives voice and tone signals—resembles a pocket-sized transistor radio.

It was designed for use if emergencies occur during spacewalks. If an astronaut were to become untethered, he could use the transceiver to keep in contact with his space vehicle and ground stations.

The transceiver is also an efficient system for less glamorous earthly use. In addition to rescue operations, it could be carried by aircraft checkout teams or crewmen for direct communications with the cockpit.

As a rescue beacon, the transmitter emits a tone that can be located by direction-finding equipment on a search aircraft or rescue helicopter as far as 80 miles, if the line of sight is unobstructed.

Voice communication is effective as far as 50 miles, depending on aircraft altitude. Ground-to-ground voice transmission is possible only about five miles. If the man operating the transceiver is in a wooded area, the range is decreased even more because trees absorb radio energy.

To attack this problem a four-foot by two-foot balloon will carry an antenna above the trees on a 120-foot tether.

Power output of the transceiver is only two-tenths of a watt.

★ ★ ★

Rotc scholarships will be awarded to 3000 Air Force cadets this year. It will be the largest number of grants awarded in one year since the program began in 1965.

The scholarships will go to the students at 140 colleges and universities. The Air Force will choose 600 sophomores, 1400 juniors and 1000 seniors as recipients.

The awards will pay the full cost of tuition, fees, laboratory expenses and books, plus $50 per month.

Since passage of the ROTC Vitalization Act of 1964, a total of 2000 Air Force scholarships have been awarded. The Air Force plans to have 5500 in effect by 1970.

★ ★ ★

Fifteen ships of the Commerce Department's Survey Fleet will engage in survey operations this year over an estimated 200,000 square miles of ocean.

Before the year is completed, the ocean research, hydrographic and wire drag ships which make up the fleet will cover approximately 125,000 nautical miles.

This year, eight new ships are scheduled to be added to the fleet. They are the usc&gss *Discoverer*, *McArthur*, *Davidson*, *Fairweather*, *Rainier*, *Mt Mitchell*, *Rude* and *Heck*. They are replacing ships retired because of age.

The ocean research vessels will explore the deep ocean—the subterranean mountain ranges and seamounts, the canyons and valleys, the almost limitless basins, and the strange creatures which inhabit the abyssal waters. Hydrographic survey ships will measure the depths of coastal waters; wire drag vessels will probe offshore waters for such hidden dangers as sunken wrecks, pinnacle rocks and other submerged objects.

A wide variety of oceanographic and hydrographic research and surveys will be conducted throughout the Pacific by the seven ships assigned to the area. These include observations of the ocean's depths, the intensity and variation of the earth's magnetic and gravity fields, the temperature and salt content of the water, cloud photography, bottom dredging, mapping of the sea bottom's topography, tide and current observations, shoreline mapping and tidal current surveys.

Of the 12 ships which will operate in the Atlantic, one will search for manganese nodules at the bottom of the sea in the vicinity of the submerged Blake Plateau off South Carolina and Georgia and beneath the Gulf Stream.

Operations conducted by other vessels will include work on the submerged mid-Atlantic Ridge, current surveys, bottom probes, planting and retrieval of deep-sea guages and current meters on seamounts, gravity observations, and wire drag searches for underwater navigational hazards.

LOADING UP—*Chinook* helicopters load troops for flight to reserve area during recent search and destroy mission.

SHORT FIELD TAKEOFF—Air Force C-130 takes off from a dirt runway in South Vietnam after delivering supplies.

DASA ATOMIC WEAPONS school teaches modern weapons, their theory and use in interservice training group.

DASA's Defense Training Group

FROM STONES TO THE BOW and arrow, from flash powder to nuclear energy, the development of weapons and their delivery systems has always been dependent upon man's ability to convey ideas effectively.

One of the foremost centers for training in the theory and use of modern day weapons is the Atomic Weapons Training Group of Field Command, DASA. (In case you're not up on your alphabetical designations, DASA stands for Defense Atomic Support Agency, and it's located at Sandia Base, N.M.)

Navymen are included both among the instructors and students at the Atomic Weapons Training Group.

Established in 1946, the Training Group has graduated over 75,000 military and civilian students from its weapons training and special orientation courses.

Graduates of the Training Group's courses now comprise the major part of the specialized forces maintaining the nation's nuclear strike force. Students range from seaman to admiral and from private to general, while the length of their training courses varies from five days for high ranking officers in the Weapons Orientation Advanced Course to five months for enlisted students attending the Army Nuclear Weapons Electronics Specialist Course.

In late 1966, the Training Group put into commission a new ultramodern training facility. Spacious, well-lighted classrooms contain the latest in electronic and remotely-operated audio-visual training aids.

Switch panels on instructor lecterns allow the instructor to dim room lights, operate slide and motion picture equipment (in forward or reverse sequence), raise and lower motorized screens and control microphones and projector audio level. The new structure provides training space, classrooms, weapons bays and related facilities which, until recently, occupied 28 separate buildings on some 30 acres of land.

The Training Group provides an interesting look at a truly unified military school. Included on the instructional staff are members of the Navy, Army, Air Force and Marine Corps, ranging in rank from seaman to commander and from private or airman to lieutenant colonel.

Military experience in nuclear weapons maintenance operations provides the core of the instructors' qualifications and, though formal civilian college education is not a major consideration in making assignments to the staff, it is interesting that 46 of the instructors have B.A. degrees and five have M.S. degrees.

Typical of the long-time practical knowledge exhibited by many instructors is the case of Lieutenant William L. Myers, USN, Chief of Nuclear Weapons Applied Electronics Section.

During his 20 years of enlisted and officer service with the U. S. Navy, LT Myers has completed Navy training courses in nuclear weapons and electronics, maintained long-range communications station equipment and, more recently, served as electronics officer aboard the aircraft carrier USS *Ticonderoga*, where he was responsible for the entire shipboard electronics package. His current fields of instruction are Navy Electronic Calibration and Army Nuclear Weapons Electronics Maintenance training.

The Training Group is under the direction of an Army colonel. The organization consists of five separate training divisions: Army Weapons, Navy Weapons, Joint Training, National Capabilities, and Instructor Training and Evaluation.

Each of the divisions is responsible for training in specialized areas, but the emphasis of the school is on joint training. The divisions often combine forces to present a particular phase of instruction. Visiting instructors are sometimes invited from other field command departments for special briefings in conjunction with the DASA Group's training.

Every effort is made by the staff to maintain uniformly high standards of instruction. Examinations are given frequently and the results are analyzed to determine the effectiveness of instruction. Training aids and training literature are under constant review and revision to assure timeliness and accuracy of information presented.

The school has set for its goal the task of maintaining the most efficient training in this field in the Department of Defense—and dedication to the task is routine in every phase of school operation.

—Story by Steve Caine
—Photos by Sp5 Pearce, USA

THE WORD

Frank, Authentic Career Information Of Special Interest—Straight from Headquarters

• **USN INSIGNIA**—Navy enlisted men serving with the U. S. Marine Corps will be identified by Navy rate devices and markings on the Marine Corps utility uniforms as a result of a recent change in *Navy Uniform Regulations.*

The change calls for "US NAVY" stencils instead of "USMC," and distinctive bronze metal collar insignia to be worn on the utility coat, shirt and on any other combat or field clothing. In short, the Marine Corps emblem will not be stenciled on any utility-type uniform or utility cap worn by Navymen.

Collar insignia include a foul anchor identical in design to the present collar insignia for CPOs, a spread eagle above appropriate chevrons for other POs, and diagonal bars for E–3 and E–2 personnel.

This change initially was made public through BuPers Notice 1020 of 6 Apr 1967.

• **TIMELY DECORATIONS** – An instruction is being published which will shorten the time lag between a heroic act and the presentation of a medal. If the directive has not been distributed when this issue is printed, it will be soon.

The new procedures stem from a report of a special committee, convened by SecNav and conducted by Admiral George W. Anderson, Jr. USN (Ret). The committee studied ways to increase the prompt recognition of heroic or meritorious performance by Navy and Marine Corps men.

When the report was complete, the Secretary of the Navy ruled that the recommendations provided a significant opportunity to improve the Navy's award system.

Major proposals of the Anderson Committee included broader delegation of authority to award decorations; revised composition of the Board of Decorations and Medals; additional combat and meritorious unit awards; and modification and simplification of award procedures.

Changes will be effective upon publication of a SecNav Instruction, and will soon be included in the *Navy and Marine Corps Awards Manual* (SecNav Inst 1650.1C).

According to the recommendations:

Authority to award the Silver Star, Legion of Merit, and lesser personal decorations will be delegated to the Chief of Naval Operations.

CNO will be authorized to subdelegate authority to award personal decorations to the Commanders in Chief of the U. S. Atlantic and Pacific Fleets and the Commander in Chief U. S. Naval Forces, Europe.

Further subdelegation may be authorized by the commanders named above to commanders of the rank of vice admiral, but this subdelegation is limited to the Bronze Star, Air Medal, Navy Commendation Medal, and lesser personal awards.

The delegation of authority to award personal decorations will not pertain to personal awards to flag officers, except the Purple Heart.

Neither will it pertain to personal awards recognizing service performed while assigned to the immediate staffs of officers holding delegated authority, or performed in the National Capital area.

The subdelegation authority is also excluded for awards to personnel serving in assignments external to the Department of the Navy, and for personal decorations for other than U. S. Navy and Marine Corps personnel.

Personal decorations of personnel missing in action and posthumous awards will not be delegated below the Chief of Naval Operations or the Commandant of the Marine Corps.

The additional and revamped awards recommended include:

- A third unit award, junior to the Navy Unit Citation, designated the Meritorious Unit Commendation, will be established.
- The Secretary of the Navy Commendation for Achievement will be designated the Navy Achievement Medal, to take precedence after the Navy Commendation Medal. The criteria for the award of this medal will be expanded to provide increased recognition of combat and meritorious achievement. A Combat Distinguishing Device will be authorized.
- Multiple awards of the Air Medal under the strike/flight system will be indicated by numerals in lieu of Gold Stars.

Administrative changes recommended by the committee point toward speedier procedures:

Standard recommendation forms will be prepared and positioned

YOU'LL BE HAUNTED if you don't show the right spirit—pass this copy of ALL HANDS on to nine other Navymen.

throughout the Department of the Navy. Administrative procedures in units below those commanded by flag and general officers will be reduced.

Certificates signed by the Secretary of the Navy will be used in lieu of smooth citations for the majority of personal decorations.

The *Navy and Marine Corps Awards Manual* will be revised to include additional exemplars and checkoff lists to assist in determining the appropriate decoration to recognize particular acts of heroism or meritorious achievements.

Revised sample recommendations will reflect a simplification of the language used in initiating recommendations, and formats adaptable to automatic data processing for record-keeping purposes.

- **AUGUST EXAMS**—Test-takers who arm themselves with proper ammunition during next month's crow hunt should bag their limit, according to advancement officials.

They say the opportunities are "outstanding," largely due to an increased demand for petty officers in most every rate and rating.

Advancement opportunities to pay grades E-6 and E-7 are no less greater than usual, but neither do they promise to increase as distinctly as those of the lower paygrades. Advancement to third and second class PO should be as sure as passing the exam.

To insure maximum participation, time-in-grade waivers similar to those allowed previously will be in effect for the August 1967 advancement examinations.

Especially well qualified E-3 and E-4 Navymen of all skills who earn their commanding officer's recommendation may take advantage of the special provisions. Third class petty officers may go up for second class six months early, and nonrated Navymen may take the E-4 test if they are serving in pay grade E-3 on 1 August.

Navymen who take the examination under the provisions of the waiver must meet all the requirements for advancement except the normal time in rate. Correspondence courses, practical factors and performance and military leadership tests must be completed, but they are not due until the day before the exam. (Normally, such prerequisites are due one month before the examination date.)

While the waiver is in effect, it is possible for a Navyman to take the E-5 examination while serving in pay grade E-3. This would occur if the man were authorized advancement to third class as a result of the February exam, with advancement effective 15 August or later. Since time in grade for advancement purposes is computed from the first advancement increment, such an individual (if he received his commanding officer's recommendation) could take the second class exam before becoming rated. Of course, only especially well-qualified men would be recommended for such accelerated advancement.

Dates for the August examinations were announced by BuPers Notice 1418 of 13 Apr 1967: E-4 examinations will be given on Tuesday, 1 August; E-5 on Thursday, 3 August; E-6 on Tuesday, 8 August; E-7 on Thursday, 10 August.

The minimum service requirements, except as amended by the notice (and outlined above) are listed in paragraph 302.10 of the *Manual of Advancement in Rate or Rating* (NavPers 15989). Men competing for CPO, of course, must have a total of eight years' service. According to BuPers Notice 1430 of 7 Apr 1967, time served in the Inactive Naval Reserve while a member of a drilling unit may be counted in the eight years.

At the time an individual has been notified of his selection for advancement, he must have sufficient obligated service ahead of him before he can get out the needle and thread. Paygrades E-5 and E-6 must remain on active duty at least one year from the date on which they are advanced. Senior, master or chief petty officers must agree to two years obligated service.

The only obligated service waiver authorized for advancement is for those persons not eligible to reenlist or sign an extention, generally because of hospitalization. *BuPers Manual* (Articles C-1403 and C-1407) is the authority.

Salute to the Reserves

The Reserves have received a tribute for the vital part they have performed in maintaining our national security. The praise, pointing out the key functions of the Reserve forces, is part of a statement addressed to the Secretaries of the Navy, Army and Air Force by Deputy Secretary of Defense Cyrus Vance.

"Now that large segments of our active forces are deployed overseas, the Reserve forces serve a vitally important role in national defense. They shall always be needed as an integral part of our military posture.

"Despite the fact that we have deployed nearly a half-million men of our active forces to Southeast Asia, our capability for meeting treaty commitments and reacting to other contingencies elsewhere in the world has not been diminished. This is primarily because we have retained our Reserve forces as a ready force in being, and have increased their strength and readiness to respond promptly when and where needed," the statement said.

The statement added that: "The size and capability of our Reserve forces are powerful factors in:

- "Reflecting the determination of the United States to remain militarily strong in order to fulfill our political and military commitments;
- "Deterring political and military actions by foreign nations which would be inimical to United States' national interests; and
- "Providing a credible military foundation for United States political and diplomatic actions in international affairs toward the attainment of United States national objectives."

"The activities of the Ready Reserve units," he said, "reflect the dedication and selfless devotion to duty of our Reservists, and clearly demonstrate the capability of those Reservists to perform mobilization missions assigned them."

The memorandum concluded with a message conveying recognition "to the men of the Ready Reserve for the job they are so ably doing."

Looking For a Hobby? Collecting Money Is One of Great Interest

Saving money is like dieting. A certain amount of will power is necessary, but some schemes are easier than others.

One of the most successful philosophies concerning savings can be summed up in a very few words: Savings come off the top. A variation of this theme is: Pay yourself first.

Once you have made the decision to save, you may choose between a wide variety of methods. A few of the most popular are:

- Savings Accounts—Banks, savings and loan associations and similar institutions pay higher interest today than they have for several decades. In many instances, interest is compounded and paid quarterly. Regulations permit you to allot part of your pay for a savings account.
- U. S. Savings Bonds—Early in 1966 the President raised the interest rate of U. S. savings bonds to 4.15 per cent to make them competitive with other forms of saving. The new interest rate causes bonds purchased since 1 Dec 1965 to mature in seven years. The first bonds, which were issued 25 years ago, took 10 years to mature.

Incidentally, bonds purchased before the rate was raised also began earning the higher interest on 1 Dec 1965.

You may purchase U. S. savings bonds regularly through the payroll savings plan, with an allotment of part of your monthly pay. The minimum monthly allotment is $6.25, which pays for a $25 bond every three months.

- Uniformed Services Savings Deposit Program—Public Law 89-538, which was signed into law 14 Aug 1966, offers an unusual savings opportunity to Navymen serving overseas. This new program pays 10 per cent interest, compounded quarterly, on deposits up to a maximum of $10,000. To be eligible, you must be assigned outside the U. S. or its possessions and Puerto Rico. The deposits continue to draw the high interest for 90 days following return to the U. S.

If you are overseas, you may deposit any part of your unallotted current pay and allowances, either in cash or by allotment, in multiples of $5. If you receive a reenlistment bonus while overseas, it may also be deposited.

The new savings deposit program replaces the Soldiers', Sailors' and Airmen's Deposits, which paid four per cent interest and was available only to enlisted men. However, money currently on deposit will continue to pay four per cent until the depositor withdraws it, until his current enlistment ends, or until he goes overseas. Also, for those overseas, old deposits in excess of $10,000 will continue to earn four per cent interest.

Navymen will normally not be allowed to withdraw deposits and interest while they are overseas—but there are provisions for withdrawals in emergency circumstances.

Deposits and interest are exempt from liability for debt, including indebtedness to the United States, and are not subject to forfeiture by sentence of a court-martial.

- Allotment expansion – When you go overseas, you may be assigned to an area where special pay (which can range from $8 to $22.50 per month) may be authorized for enlisted men. You may also receive combat pay. This extra cash (along with proficiency pay) can be allotted for the purchase of savings bonds or to a savings institution.

- Taking less than full pay—While this method doesn't earn interest, many men overseas and aboard ship find it convenient to take just enough pay each month to meet their expenses and leave the rest of their pay and allowances on the books. The surplus funds are always safe and readily available.

Each of the options listed above—especially those tailored for Navymen overseas—is practical and useful, and easy to begin using. Choose the one which suits you.

As you save, you will not only be feathering your nest, you will be helping Uncle Sam as well. You will be lending valuable assistance both in reducing the balance of payments deficit and in relaxing inflationary pressures.

Jeremiah H. Paoli, IC2 USN

"It's worse than we thought, Admiral, the foreign agents appear to have taken off with our outline of the change-of-command ceremony!"

Increase in Doctorates From Postgraduate School

The Navy Postgraduate School at Monterey, Calif., has, since the end of World War II, awarded 2153 masters degrees and 22 doctorates to officers in various fields of the military services, including those of certain foreign countries.

More recently the tempo has increased in postgraduate education, particularly in the area of doctor degrees. While some 22 doctorates were awarded in the past 20 years, there are at present 16 officers now studying for doctorates in the fields of electronics, aeronautics, engineering electronics, communications engineering, and chemistry.

To be nominated for doctorate studies at Monterey, officers must have shown exceptional promise in postgraduate studies in their fields. The typical course of study for a doctorate requires three years.

A recent study by BuPers showed that about 20 per cent of the officer assignments in the Navy today call for postgraduate degrees.

Going to Vietnam? Check These Rights, Benefits

SOUTH VIETNAM has in the past been referred to as a lush and tropical paradise, populated with water buffalo and picturesque people who wear quaint little straw hats. But not recently. Today it is an embattled nation which requires the assistance of thousands of U. S. servicemen.

The men who serve in the combat zone are charged with a demanding and often dangerous mission. The U. S. Government recognizes this fact, and attempts to compensate (insofar as compensation is possible) for the necessary hazards and inconveniences of wartime service.

If you are one of those called to serve in Vietnam, you will be entitled to a number of benefits and special consideration. Some of these will be available to any Navyman who goes overseas for an unaccompanied tour, but others will be available only to those men who, like yourself, see duty in Southeast Asia.

Your Family

As a recipient of orders to Vietnam, you can expect to be away from your family for about one year. One of your first concerns will be the well-being of your wife and children during your absence.

Most Navymen choose to relocate their dependents, usually sending them to an area where they can be close to friends and relatives. Should you decide upon a similar course of action, the Navy will usually pay the cost of their transportation and of moving your household goods.

First, of course, you must be eligible for dependents' travel—that is, you must be P02 or higher, or P03 with more than four years of service.

Suppose you are serving within the continental United States (48 contiguous states and the District of Columbia) when you receive your orders to Vietnam.

In such a case, the government will pay for your dependents' travel and the movement of your household goods from their location to any place in CONUS, provided such travel is not in excess of travel from your last permanent duty station to the place where you want to send your dependents. In addition, if travel of dependents is desired to a designated place in Puerto Rico, Alaska, Hawaii, or any territory or possession of the United States, except Guam, the government will pay for their transportation and the movement of your household goods if prior approval is obtained from the Bureau of Naval Personnel.

If such travel is not authorized, or if travel is to be performed by the dependents to any other place outside CONUS, payment by the government will be limited to the point of actual departure from CONUS.

Now, suppose you are a Navyman serving outside the continental United States when you receive your orders to Vietnam. In this case you may send your family almost anywhere in the world at government expense, providing you have the prior approval of the Bureau of Naval Personnel. (Areas such as Vietnam, of course, would not receive Bureau approval.)

A word of caution here: Certain locations outside CONUS entitle the Navy family to station allowances, such as the cost of living allowance, temporary lodging allowance and housing allowance. If your old permanent duty station is in CONUS and you send your family outside CONUS to await your return you are not eligible for station allowances, even though service in the area to which you move your dependents would usually entitle you to these allowances.

If your old permanent duty station is outside CONUS, whether or not you will receive station allowances depends upon the facts in your case. If your dependents were located at your duty station, and station allowances are authorized for such station, you are entitled to station allowances for your dependents as though you were present, if the dependents continue to reside at such location and such continued residence is approved by the Chief of Naval Personnel, who represents SecNav in such cases.

If you move your dependents to a designated place outside CONUS, from the location of your old permanent duty station outside CONUS, entitlement to station allowance for dependents at the new location is contingent upon prior approval by the Chief of Naval Personnel of the move and whether or not station allowances are authorized in *Joint Travel Regulations* at the new location.

Some Navymen, of course, have no special ties with any particular community. If this is true in your case, you may decide to apply for a government housing unit at one of the locations listed in the adjacent box.

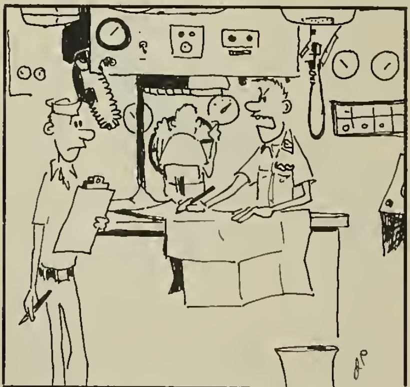
Such housing is located in areas where there is a surplus of quarters, and is primarily reserved for military families whose sponsors are serving in Southeast Asia. Most of the units are adequate public quarters (you must forfeit your BAQ) located near military bases which have been closed or reduced.

For specific information on surplus housing, see NavFac Inst. 11101.80 and NavFac Notice 11101, change transmittal 2, of 30 Mar 1967.

If you are residing in Navy housing when you receive your orders to Vietnam, you are entitled to special consideration. While most Navymen are required to vacate their public quarters as soon as they are detached from their command, men going to Vietnam can usually arrange for a housing extension of at least 90 days. When housing is available, in fact, commanding officers may authorize the families of men in Vietnam to remain in their present Navy housing until the overseas tour is completed.

While you are overseas, of course, your family continues its eligibility to take advantage of the new med-

Jeremiah H. Paoli, IC2 USN



"I don't care how John Wayne did it . . . I happen to be the exec of this submarine."

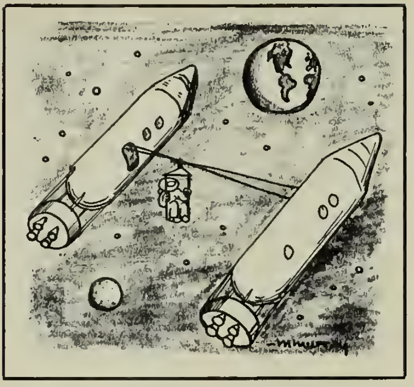
ical benefits regulations in both uniformed services and civilian medical facilities (see ALL HANDS, December 1966, p. 46). The Medical Benefits Act applies to all Navy families, and you should become familiar with its benefits.

If your dependents live near a naval establishment, the local family services center will be available and will lend a hand with any minor problems. And (as it always is good to remember when you are separated from your wife and children) the Navy Relief Society and the Red Cross are always willing to help out in an emergency.

Preparing for Your Departure

Before your leave your command, your personnel office will probably provide you with a checklist. Since you are heading for Vietnam, your checking-out procedures will be slightly more extensive than usual. (See BuPers Inst. 1300.37.)

LT Melville C. Murray, SC, USNR



As always when you leave a command, you should see your medical and dental officers well before your transfer date. It is to your advantage to have any problems taken care of before you leave—especially since medical facilities and medical personnel in Vietnam are both scarce and busy.

You should also complete a new Record of Emergency Data (NavPers 601-2). This record should always be kept current.

Extra Pay

The financial rewards of Vietnam service are not to be overlooked. In addition to most of the pay and allowances you are accustomed to receiving, you will be eligible for hostile fire pay, the family separation allowance (if you have a family) and foreign duty pay (if you are an enlisted man).

And this is to ignore, for the time being, income tax exemptions, high-

Surplus Housing for Families of Men Serving in Vietnam

Navymen interested in obtaining surplus housing should apply directly to the commanding officer or family housing officer of the installation concerned.

Applications should include:

- Name, rank or grade, service, service number, and length of military service.
- Name of wife, or other adult who will act as head of the family during the overseas tour.
- Names, sex and ages of other members of the family, and the number of bedrooms required.
- The date housing is needed and, if known, when it will be vacated.

The latest listing of surplus housing, as contained in NavFac Notice 11101, Change 2, of 30 Mar 1967, is as follows:

Georgia—Housing is available at NAS Albany (Turner Air Force Base), located five miles northeast of Albany, Ga. Quarters for enlisted men include 120 three-bedroom and four four-bedroom units (Capehart) and 115 two-bedroom and 15 four-bedroom units (Wherry). There are 133 three-bedroom and 13 four-bedroom Capehart units available for officers.

Indiana—A total of 19 units are available in Indiana: Eight with one bedroom; 10 with two bedrooms; and one with three bedrooms. All are reserved for enlisted men.

The units are Wherry rental housing. They are privately owned (with DOD sponsorship) and operated on a rental basis. Applications should be sent to the family housing officer at NAD Crane, Ind. The housing units are located 36 miles southwest of Bloomington and 23 miles west of Bedford.

Kansas—Housing is available at two locations in Kansas. There are 830 units at Fort Riley, which is located between Manhattan and Junction City, and 745 units at Schilling Air Force Base, four miles northeast of Salina.

The 830 units at Fort Riley consist of 561 three-bedroom Capehart units, and 117 two-bedroom and 43 three-bedroom Wherry units for enlisted. Officers' quarters consist of two two-bedroom and 32 three-bedroom Capehart units plus six one-bedroom, seven two-bedroom, 49 three-bedroom, 11 four-bedroom and two five-bedroom units in the other public quarters category.

Housing at Schilling Air Force Base is all Capehart. For officers there are 30 two-bedroom units, 179 three-bedroom units, and 42 four-bedroom units. Enlisted housing consists of 138 two-bedroom units, 318 three-bedroom units and 38 four-bedroom units.

Montana—There are 15 surplus housing units at Glasgow Air Force Base. There are four officer and nine enlisted three-bedroom units, plus two officer four-bedroom units. All quarters are Capehart.

New Mexico—Twenty-two Wherry units, all for officers, are available at Holloman Air Force Base, 10 miles northeast of Alamogordo. Nineteen units are three-bedroom and three are four-bedroom.

Utah—Public quarters available are located at the Ogden Defense Depot. There are four two-bedroom units, two for enlisted and two for officers. Of the six three-bedroom units, four are officer.

Wisconsin—One one-bedroom, three two-bedroom and one three-bedroom officers' units are located at Camp McCoy, 40 miles northeast of La Crosse.

A few units for officers are located at Frankford Arsenal, Philadelphia, Pa., and Red River Army Depot, Texarkana, Tex., and for enlisted at NRS Driver, Va. (15 miles west of Portsmouth) and NAD Bangor, Wash., 14 miles south of Port Townsend.

interest savings plans, free postal services and advancement opportunities, all of which will add to your solvency.

- Hostile Fire Pay—If you serve on permanent duty in the combat zone, you will receive hostile fire pay. The payment is $65 per month, for both officers and enlisted men, and will be paid for any calendar month during which you spend any time in the zone. Entitlements for temporary or occasional duty are different.
- Foreign Duty Pay—Enlisted men who serve in Vietnam will automatically be eligible for foreign duty pay. The amount is based upon pay grade, and varies from $8 per month for recruits to $22.50 for chiefs, senior chiefs and master chiefs.
- Family Separation Allowance—Family men serving in Vietnam will receive $30 per month to help defray the extra expenses of maintaining their home while they are away. For more information concerning the FSA, see ALL HANDS, September 1964, p. 42.

Tax Exemption

If you are an enlisted man or a warrant officer, your service in the combat zone will exempt all your Navy pay from federal income tax. If you are a commissioned officer, your service in Vietnam will exempt the first $500 of your monthly Navy earnings.

The tax exemption continues if you are hospitalized anywhere as a result of wounds, disease or injury you suffered while in the combat zone. The exemption continues until the end of the month in which you leave the hospital, or until combatant activities cease, whichever is sooner.

If you reenlist during a month in which you serve in the combat zone (or are hospitalized anywhere as a result of such service), the extra cash you receive will also be nontaxable. *The tax exemption applies* to *reenlistment bonuses, lump sum payment* for accrued leave (to the extent earned in the combat zone), the *variable reenlistment bonus*, and *dislocation allowances* (if the move began or ended in a month during which you served in the combat zone or were hospitalized as a result of such service).

Jeremiah H. Paoli, IC2 USN

. . . and then, I gave the order "Fire One!"

If you served in the combat zone during the month in which you reenlisted, all of your VRB is nontaxable even if some payments are made after you leave the zone. By the same token, VRB installments received while in the combat zone are subject to federal income tax if the VRB is based on a reenlistment during a month in which you did not enter the zone.

Tax exempt pay, allowances and bonuses are not subject to compulsory federal income tax withholding, and need not be reported when you file your federal return.

(Incidentally, servicemen in the combat zone or those who are hospitalized outside the 50 states and D. C. as a result of injury incurred while serving in the zone are excused from filing income tax returns until 180 days after they leave the combat zone or, if hospitalized outside the States, leave such hospitalization for return to duty or to the States for further hospitalization.)

Dislocation Allowance—If your move begins or ends in a month during which you served in the combat zone (or were hospitalized as a result of such service), the dislocation allowance you receive will be tax exempt, and will not be subject to compulsory withholding of federal income taxes.

Note: Taxable DLA is already included in your "wages" shown on the Form W-2 you receive after the close of the year. Thus, you need not add it to your income on your federal income tax return. Furthermore, if you claim an adjustment on your income tax return for moving expenses (Form 3903), you need not include the DLA as a reimbursement, since it already has been reported as part of your wages.

The Savings Deposit Act

If you choose to take advantage of the new savings deposit program, you can collect an extra 10 per cent or so on all that tax-free extra pay.

The Savings Deposit Act (Section A, Act of 14 Aug 1966) provides for the payment of 10 per cent interest on deposits of unallotted pay and allowances made by active duty Navymen serving overseas. You may also deposit other funds, such as reenlistment bonuses, payments for travel allowance on discharge and unused leave, providing your reenlistment was made while overseas.

You may deposit other money as well, but only if normal means of deposit in U. S. savings institutions are not available, and if you have the permission of your commanding officer. Such deposits, however, cannot exceed the amount of your unallotted pay for that month.

Ten thousand dollars is the limit upon which 10 per cent interest is paid. When your account reaches this amount, further deposits will earn four per cent interest.

When deposits are made before the 10th of the month, they will draw interest from the first of the month. Deposits made after the 10th, however, will not begin to earn interest until the first of the following month. Interest is computed on the basis of your average quarterly balance, and is compounded quarterly.

While you remain overseas, the money which you deposit can be withdrawn only in an emergency involving you or your family. (You may also make withdrawals if you extend in Vietnam and take your 30-day extension leave in the U. S.) When you return to the U. S. on a permanent change of station, your account is closed within 90 days and interest on it is paid to the end of the month.

Deposits and withdrawals must be made in multiples of five dollars. The money so deposited is protected from attachment by individuals, organizations and even the U. S. government.

Field Advancements

Enlisted men serving in Vietnam may be recommended for advancement in instances when, due to operating conditions, they are unable to prepare adequately for the Navy-wide competitive examinations.

Commanding officers and officers in charge of units in Vietnam may waive the examination, including E-4/E-5 military leadership exams, for any rate within established quotas as administered by Commander U. S. Naval Forces, Vietnam. Individuals not eligible for field advancement compete under the normal advancement system.

To be eligible for field advancement, you must meet all the requirements for advancement except taking the exam. You must be serving in Vietnam on the examination date or, if you are serving in-country on the eligibility date (1 July or 1 January, for the August and February exam series, respectively) and have served there for 30 consecutive days, you may receive the waiver, even though you are elsewhere when the exam is given.

Field advancements may be made to pay grade E-4 through pay grade E-7. In the case of E-7, however, the individual must have previously passed the CPO examination within three years.

The first field advancements of the Vietnam conflict were made in August 1966. As a result, 240 men were advanced to CPO, 967 to PO1, 897 to PO2 and 1011 to PO3. Advancements are authorized by the Naval Examining Center and are normally effective as of the first increment of the applicable exam cycle.

Free Mail and SAM

When you serve in the combat zone you are entitled to free mail service for all first class letter mail, post cards and sound-recorded correspondence. This mail is usually flown to the U. S. and, once in the U. S., sent to its destination by the fastest means, usually equivalent to air mail service.

Most mail you send and receive while in the combat zone will probably be SAM, which is to say, Space Available Mail.

SAM is the system by which personal letters, and parcels weighing five pounds or less and measuring 60 inches or less in length and girth combined, are carried on a space available basis on commercial or military flights traveling to, from and between overseas locations.

The types of mail eligible for SAM airlift are: Personal first class letters; sound-recorded taped messages; postal cards and post cards; second class weekly newspapers and magazines featuring current news (newspapers and magazines are flown only if they are addressed to someone in the combat zone); and surface parcels which meet weight and size requirements.

SAM is airlifted between military post offices overseas or between these post offices and the U. S.

For example: If a three-pound parcel bearing postage at the regular parcel post rate is sent from Chicago to Vietnam, it travels overland to San Francisco. From there it is flown by either a scheduled commercial airline or a military flight.

For mail from Vietnam the procedure is reversed, except that free mail is usually flown all the way to its destination in the U. S. Parcels are not covered by the free mail regulations and travel overland within the continental United States.

Special Leave

If you decide to extend your tour in Vietnam by six months or more after your one-year tour expires, you will rate a special 30-day leave which will not be charged to leave already accrued. The vacation may be taken almost any place in the world, and your transportation to this vacation spot will be furnished at government expense.

To be eligible for the special leave, you must be permanently stationed in Vietnam. This includes afloat units on 12-month tours if they are physically stationed within the 12-mile limit. Their home port need not be Vietnam.

If you agree to an additional six months of service in Vietnam, the extension will not include the time you consume by your special leave or the travel time involved.

Your extension will begin when your active duty service expires or at the normal expiration of your Vietnam tour, whichever comes first. If you reenlist or voluntarily extend because you do not have enough

NOW HERE'S THIS

'Vietnam Green' Joins List of Paint for Ships

In its long history, the U.S. Navy has had many gray ships, a few white ships and even a handful of pink ships. Now it has a green ship. It's USS *Askari* (ARL 30).

Askari doesn't wear the green because of an affinity for things Irish. With her, it's simply a matter of camouflage. *Askari* spends much of her time as an on-station repair ship for the boats of River Assault Flotilla One which operate along the banks of the main shipping channel to Saigon.

Askari is particularly needed there for the channel cuts through the dangerous Rung Sat.

Askari arrived on station in February. Since then, it has been her job to maintain and repair a variety of heavily armed small boats specifically designed for assault operations along the rivers and canals like those that crisscross the Rung Sat Special Zone.

Askari's well equipped shop is about the size of a football field. The boats returning from assault operations are repaired there. Small parts which are not on hand are manufactured on the spot. In fact, *Askari's* crew claims there is scarcely a problem involving small boats which they cannot handle.

With confidence like that, other ships should turn green with envy.

obligated active duty service remaining to complete a tour extension, you are also eligible to receive the special 30-day leave.

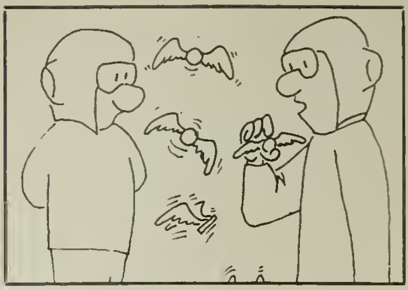
If you go on special leave before completing your normal 12-month tour, the period remaining in the 12-month tour must be served in addition to the extension.

All tour extensions under this policy must be approved by the Chief of Naval Personnel—which should be no problem, unless you are serving in Vietnam in a temporary duty status, in which case your extension won't be approved. Nor will it be approved if there isn't reasonable assurance that you will serve your extension.

If you decide to extend and take the 30-day vacation, your transportation to whatever spot you choose will be furnished by the government. If government transportation isn't available, you will be reimbursed for your commercial fare. You can go any place in the world that isn't restricted to military personnel on leave.

Whenever possible you will travel via a MAC or MAC-chartered plane. If this type of transportation is not available, you will go tourist class via the most expeditious commercial aircraft.

ENS P. O. McVay, USNR



"You'll see them a lot aboard this ship ..... they're flight quarters."

Because your vacation can't be charged or credited to the leave you normally earn and accrue, you must take the entire 30 days at one time.

You will also have to take the leave within 90 days before, or within 30 days after, your normal rotation date. After your leave is finished, it can't be extended except in cases of emergency. Extensions, if they are necessary, will be charged against accrued leave.

Duty Options for Returnees

When you have finished your 12-month unaccompanied tour in Vietnam and are due for reassignment, your service in the combat zone will entitle you to special consideration. (HMs are covered by a separate policy.)

Assignments to specific home ports, type ships and units or specific areas must still be consistent with current manning levels and commitments, of course. Also, to receive shore duty you must be eligible to come ashore under Seavey system.

If you're returning from Vietnam, but are not eligible for Seavey, here are the options available:

- You can be assigned to sea duty in the Fleet of your choice. If you choose Atlantic Fleet sea duty, you must have at least 16 months of obligated service at the time of your transfer.
- Another option gives you priority consideration for assignment to overseas duty including Fleet units homeported in foreign countries. If you choose this option, you must have the qualifications prescribed in Chapter Six of the *Enlisted Transfer Manual.*
- You can also receive advanced schooling consideration if you are qualified and your commanding officer recommends you.

When you have served one year in Vietnam, you won't be assigned to a deployed unit or a unit scheduled for any but local operations within three months of your reporting date. However, unanticipated schedule changes made subsequent to the issuance of a transfer directive are not normally sufficient justification for modification of orders.

If you have three or less months' obligated service remaining when you leave Vietnam, and you do not wish to extend, you will be transferred for separation. If you go on to another duty assignment, you can expect 30 days' leave between stations.

Further information is contained in BuPers Notice 1306 of 8 Dec 1966.

Incidentally, there are some instances in which you would be transferred from Vietnam before your one-year tour expires. If, for example, you are wounded on two separate occasions and each occasion requires hospitalization in excess of 48 hours, you would receive a transfer.

You would also be transferred if

WHAT'S IN A NAME

Life Buoy Watch

Probably every Navyman at sea has speculated on his chances of survival if he were to fall overboard. Carrier sailors may be more concerned about the possibility than Navymen whose decks are protected by rails. It is reassuring to know there is a lookout ready to spot a man overboard.

Sailors aboard USS *Coral Sea* (CVA 43), as well as those aboard other ships, have reason to be particularly thankful for a special life buoy watch at the ship's stern.

Aboard *Coral Sea,* the lifeboat crew stands this watch. Its members are relieved every hour, but for 60 minutes they must keep their eyes on the water and test their sound-powered telephones periodically. It is tedious and lonely work.

However, it takes only one man overboard to make the watch worthwhile. For example there was the time a cable became suddenly taut, throwing a *Coral Sea* sailor into a rough sea.

The life buoy watchstander spotted the man and quickly threw him a fluorescent ring with a light. In less than four minutes, a helicopter had lifted the man from the water and deposited him on the carrier's deck—a happy ending that might not have been written without the vigilance of the life buoy watch.

you were wounded three times, regardless of the nature of the wounds or the treatment required for each wound.

If you are transferred for such a reason, you will not be ordered to serve with units in Vietnam or aboard ships or units which have been directed to move into the combat zone.

However, men wounded as a result of nonbattle incidents do not qualify for transfer.

Should you be eligible for transfer on account of your wounds, but do not wish to be reassigned, you may waive your eligibility for orders.

Medals

When you return from Vietnam, you will be entitled to wear the Vietnam Service Medal.

You may qualify for the VSN by:

- Being attached to and serving with a ship or unit participating in or directly supporting military operations in Vietnam.

This includes one or more days' shore or sea duty with such a unit, or participation as a crewmember in one or more flights into the air space above Vietnam or adjacent waters in support of operations.

- Serving on temporary duty for 30 consecutive days or 60 nonconsecutive days in Vietnam or contiguous areas. This time limit may be waived if you participated in actual combat operations.

You may not be awarded the Vietnam Service Medal more than once.

Before 4 Jul 1965, the Armed Forces Expeditionary Medal was awarded for service in Vietnam. It should be noted, however, that you may not earn both the Vietnam Service Medal and the AFEM for duty in Vietnam. If you served both before and after 4 Jul 1965, you must make a choice between the two.

(It is possible, of course, for you to receive both the Vietnam Service Medal and the AFEM, provided the latter award was for service in Berlin, Lebanon, Quemoy-Matsu, Taiwan, Congo, Cuba, Laos or the Dominican Republic, and you elect to be awarded the Vietnam Service Medal for service in Southeast Asia rather than a star on the AFEM.)

In addition to the Vietnam Service Medal, you will be authorized to wear the National Defense Service Medal. Most Navymen who have served honorably on active duty since 31 Dec 1960 qualify for the National Defense Medal. (For further information, see ALL HANDS, July 1966, p. 54.)

You may also receive medals or awards from the Republic of Vietnam. A recent instruction clarifies the regulations which allow Navymen to accept personal decorations tendered by certain foreign nations for service in Vietnam.

Authority to accept such awards was granted by the Congress in 1965. It covers any decoration, order or emblem normally conferred upon members of its own military forces by the government of the Republic of Vietnam. More information may be found in SecNav Inst. 1650.23.

ENS P. O. McVay, USNR

"Seems like all I ever get from the maintenance crews are complaints about the gear."

Vietnam Volunteers

ENLISTED—In recent months almost all enlisted Navymen ordered to serve in-country in Vietnam have been volunteers.

If you want duty in Vietnam, you must first be qualified for overseas service as specified in the *Transfer Manual* (chapter six) and be recommended by your commanding officer.

In addition, you must:

- Be E-3 or above (includes strikers).
- Be 18 years or older.
- Have a minimum of four months on active duty.
- Have at least 16 months' obligated service. (The tour in Vietnam is 12 months. An additional four months is necessary to allow for travel, leave and training.)

You should submit your volunteer letter via your commanding officer and EPDO to the Chief of Naval Personnel (Attn: Pers B211RVN). Do not expect a personal reply—the numbers of volunters have been so great in the past that individual replies to Vietnam volunteers have become impossible.

When BuPers receives your letter, you will be placed on the Vietnam volunteer list. How soon you receive orders—and, for that matter, whether you receive orders—will depend upon your qualifications and the number of volunteers in comparison to the number of RVN billets for your rate and rating. If the number of volunteers greatly outnumbers the need for your rate and rating, naturally, your chances of going to Vietnam will be limited.

Several ships are presently stationed in Vietnam. A request for duty in Southeast Asia will be considered a request for duty aboard these ships as well as for duty in-country. Also a request for a specific type of duty in Vietnam will be considered a request for duty anywhere in-country if there are no billets available at the activity requested—unless you indicate otherwise on the request.

Once your name is on the volunteer list, it will not be removed unless you so request.

At present, men in all ratings are needed. The requirement for BMs, QMs and ENs is especially great.

OFFICERS—Any officer may volunteer for duty in Vietnam either by submitting a letter to the Bureau of Naval Personnel or by indicating Vietnam on his duty preference card. All ranks and designators are needed.

Reserve officers with insufficient obligated service to complete a 12-month tour plus training time must indicate their agreement to extend when they submit the request.

Rotation Plan for Corpsmen Designed to Equalize Duty In Vietnam Combat Areas

As stated in an earlier issue of ALL HANDS, a new rotation plan for hospital corpsmen (excluding Waves) went into effect in March of this year.

The system is designed to provide corpsmen for duty with Navy and Marine Corps units in Southeast Asia while maintaining rotation equity.

Involving shore tours from 18 to 30 months, the new rotation system will first affect hospital corpsmen who complete tours of 12 or more consecutive months' duty in Southeast Asia.

To qualify for 30-month shore duty assignments, corpsmen must have served in a shore-based activity in Vietnam; with combat forces of the Fleet Marine Force deployed in Vietnam on a full rotational tour; or aboard a ship which was continuously deployed to Southeast Asia in support of Vietnam operations. These ships are listed in OpNav Inst. 4600.16.

To qualify for the 30-month tour, these corpsmen are also required to be eligible for Seavey, or must have spent less than 24 months ashore before their Vietnam tour began, or must have completed four months' TAD in South Vietnam during the year before their present Southeast Asia tour began.

Corpsmen who have completed at least 12 months' consecutive service in Southeast Asia but lack the other qualifications will be given at least 18 months ashore. Shore duty completion dates for men with less than 18 months of obligated service will coincide with the expiration of their active obligated service.

HMs with 90 days or less of obligated service, however, will normally be separated from the Navy upon authorization from BuPers. Procedures for submitting such requests may be found in Article C-10306 of the *BuPers Manual.*

BuPers is assigning Class A Basic Hospital Corps School graduates to facilities where they can receive inpatient care training.

After at least two months of inpatient training, hospitalmen with the most training experience will probably be assigned to fleets, and ultimately to Vietnam, before returning ashore.

Corpsmen who report ashore after 1 Mar 1967 will be made available for assignment to Fleet duty after completing the 18- to 30-month tour. Those who reported for shore duty before 1 March, however, will be made available for Fleet duty after approximately 24 months ashore, depending upon requirements.

If need be, corpsmen completing 15 or more months in the fleets will be reassigned to Vietnam tours. Priority will be given to men who have served the longest in the Fleet, thereby achieving a balance of rotation and experience among all Navy corpsmen.

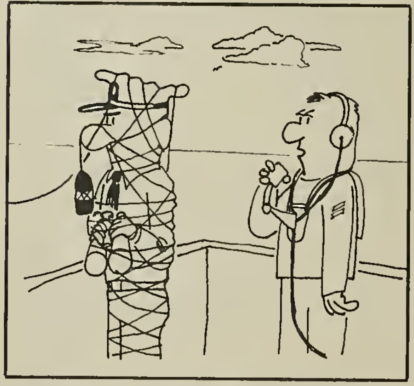
Nobody, of course, will be assigned two consecutive Vietnam tours, nor will anyone be transferred as noted above within three months after returning from an overseas deployment of four or more months.

EPDOPAC will handle reassignment and transfer of corpsmen to Southeast Asia after they have completed at least 15 months in the Atlantic or Pacific Fleet. EPDOLANT will provide names of corpsmen in the Atlantic Fleet who are eligible.

Here again, consecutive unaccompanied tours will be avoided, as will transfers which would occur within three months after return from overseas deployments of four or more months.

Since the new rotation system causes shorter shore duty tours for some corpsmen, sea duty commencement dates will not be advanced (Seavey A-67: October 1964) until the new rotation system can be evaluated.

ENS P. O. McVay, USNR



"Conn—signals. First line over from the oiler, sir."

In the meantime, corpsmen who qualify for transfer from Southeast Asia will be assigned to shore activities for between 18 and 30 months.

After completing this 18- to 30-month tour ashore, HMs will normally be assigned to a Fleet billet for a minimum of 15 months. They will then be rotated to unaccompanied tours in Southeast Asia to complete their regular sea tours—thus completing the rotation cycle.

The new plan is expected to achieve three basic goals: It will permit maximum use of hospital corpsmen; provide both Fleet and shore activities with more experienced corpsmen; and afford equal opportunity for all corpsmen to serve a one-year unaccompanied tour in Southeast Asia.

Retired Officers May Join MSTS With No Loss of Pay

If you meet certain requirements you may, as a retired military officer, work for the U. S. government and still retain your full military retirement pay.

Recently the Civil Service Commission approved an exception to the reduction-in-retirement-pay provisions for retired Regular military officers employed in certain civilian marine positions in MSTS ships for which there is a critically short labor supply.

The positions for which the exception is made include: Deck Officer (including Radio Officer); Engineering Officer; unlicensed skilled deck positions requiring a U. S. Coast Guard endorsement as Able Seaman; and unlicensed engine department positions requiring a U. S. Coast Guard document as a qualified member of Engine Department, oiler, or fireman-watertender.

MSTS is now recruiting for some of the positions described above.

Under provisions of the new Civil Service Commission ruling, the usual deduction schedule pertaining to the retirement pay of a military officer employed in a federal civil service job will not apply in this instance. The exception will continue in effect as long as an individual remains employed in one of the listed positions.

Officers interested in Atlantic

MSTS billets may obtain further information by addressing their inquiries to Military Sea Transportation Service, 58th Street and First Ave., Brooklyn, N. Y. 11250. For Pacific and Far East billets, address inquiries to Military Sea Transportation Service Pacific, c/o Naval Supply Center, Oakland, Calif. 94625.

Questions concerning Coast Guard license requirements should be directed to the nearest U. S. Coast Guard office.

Bainbridge Has New Center to Train Senior DS and DP Recruits

A recruit training center for prospective senior petty officers of the DS and DP ratings has been established at Bainbridge, Md. Note: DP is the rating abbreviation for Data Processing Technician, which replaced the term Machine Accountant (MA) as of 1 July.

Bainbridge provides military training for the civilian computer technicians who are being enlisted to help fill vacant E-6 and E-7 billets in the critically undermanned skills.

Although advancement quotas in the Data Processing Technician and Data System Technician ratings have been held at 100 per cent, the number of senior petty officers on board has been far fewer than needed.

The technicians selected to fill the vacant billets have backgrounds of professional training and experience in the computer field.

After enlisting in the Navy under the direct procurement program the technicians are sent to Bainbridge, where they undergo four weeks of military training.

The accelerated recruit training course has all the earmarks of the Great Lakes and San Diego boot camps, with additional emphasis on leadership and discipline. By graduation day, all the men have completed their basic military requirements for first class and chief.

Each class is equipped to train a maximum of 40 enlistees in the DS/DP Direct Procurement Program. A class is being graduated each month.

After leaving the training center, the petty officers are generally assigned to a large command where their lack of military experience will not work a hardship on them.

Memphis AS "A" School Gives Basics of New Techniques To Three Service Ratings

The new Aviation Support Equipment Technician class "A" school is now open for business in Memphis, Tenn. The first class convened on 9 January.

The school is 11 and one-half weeks in duration, so the first class was scheduled to report to the Fleet in late March.

In February 1965 the Aviation Support Equipment Technician rating was first established. In 1966, 1600 Navymen applied for conversion and 1113 were selected.

AS class "A" school was designed to train Navymen and Marines in the basics of the new rating. The school offers instruction in each of the three AS service ratings: ASE (electrical), ASH (hydraulic) and ASM (mechanical).

The 464-hour "A" school curriculum includes such subjects as basic electrical circuits, alternating current theory, basic electronics, power generating systems, automotive systems, air-conditioning, vehicle chassis repair, metalworking, welding, hydraulics, gasoline and diesel engines and their various systems, engine tune-up and inspection, and power train assemblies.

There are more than 30 Navy and Marine Corps administrators and enlisted instructors attached to the school. The instructors (all of them converted to the AS rating during 1966) were selected from hundreds of applicants and trained for their teaching jobs by the Naval Air Technical Training Center's Instructor Training School.

AS "A" school classrooms and shop areas are in five separate buildings—two especially built for the purpose.

William R. Maul, CTC, USN

"Do you ever have a nagging feeling that something isn't quite right?"

Navymen and Marines selected for the AS "A" school receive a short indoctrination course in naval aviation at the NATTC Aviation Fundamentals School, then are assigned to preparatory work at the Mechanical Fundamentals School.

The AS course begins with a two-and-one-half-week preparatory phase in which the students receive training in fundamentals common to all three AS service ratings. Each class, as the first phase is completed, is divided into three groups in accordance with the service ratings of the students.

During the following nine weeks, each student is trained in the subjects appropriate to his particular service rating. Half the time is spent in classrooms, and the other half in the shops, where each student applies his knowledge under supervision of his instructor.

ASM students, for example, disassemble large gasoline and diesel engines, make necessary repairs, reassemble the engines, start them, and test and adjust them.

A Brisk PACE Is Set For More Ambitious Navymen

Every year, thousands of men in Navy ships work toward a college degree in the Navy's Program for Afloat College Education (PACE). The program began as an incentive to *Polaris* submariners in New London. It now includes *Polaris* men in Charleston and Pearl Harbor and Navymen in 11 surface ships.

PACE offers the equivalent of two years in college, yet it is unnecessary for the student to set foot on a campus. Courses include mathematics, science, engineering and academic subjects such as English, literature, history and the social sciences.

The program is available to Navymen aboard USS *Constellation* (CVA 64), *Boston* (CAG 1), *Galveston* (CLG 3), *Canberra* (CAG 2), *Mahan* (DLG 11), *Piedmont* (AD 17), *Cascade* (AD 16), *Little Rock* (CLG 4), *Providence* (CLG 6), *Ticonderoga* (CVA 14) and *Hornet* (CVS 12). *Polaris* submariners homeported in New London, Charleston and Pearl Harbor are PACE-setters, too. In fact, they set the pace with the Polaris University program.

When a Navyman satisfactorily completes his PACE work, he receives credits which may lead to a certificate or a degree. In short, PACE offers a working Navyman a good start on his college education for a fraction of what he would pay if he were a civilian.

Men fortunate enough to be in a ship which offers the Program for Afloat College Education will find that completing PACE courses leads to a richer life both culturally and monetarily. Economists figure a college degree (to which a man can progress through PACE), is worth more than $200,000 during a man's working life.

Those who aren't aboard a ship offering PACE needn't twiddle their thumbs. There are other educational opportunities available to them. A new publication, the *Educational Services Manual* (NavPers 15229) covers in detail the Navy's voluntary educational programs. In it, a Navyman can find the program which is suited to his needs.

New San Diego Center

A new shore activity, the Naval Development and Training Center, will begin operation in San Diego next month. It will provide formal instruction in shipboard maintenance and repair techniques for senior enlisted men in pay grades E-5 through E-9.

A training center of this kind was needed because new concepts and techniques have produced new equipment which must be operated and maintained. The San Diego center will keep petty officers abreast of developments in shipboard maintenance and allow them to experiment with new methods.

The center will be valuable because increased operating schedules have forced many ships to depend upon inport training assistance. At San Diego, Navymen who formerly received on-the-job training while underway can receive instruction without interfering with the ship's schedule.

The school will also provide shore duty for shipfitters, boilermen, machinist's mates and others for whom there is no comparable shore duty. Technical skills will be put to better use and greater satisfaction and stability of career Navymen will be achieved.

The new activity will require no new construction. Most of the training equipment needed is already at the Naval Station.

The center will also take advantage of certain ships based in San Diego by using them as practical laboratories. Their modern equipment will be used to develop maintenance techniques and to evaluate the work done by students.

When the center is in full operation in 1968, it will have a capacity for training 1800 petty officers.

List of New Motion Pictures Available to Ships and Overseas Bases

The list of recently released 16-mm feature movies available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

Shadow of Evil (WS) (C): Melodrama; Pier Angeli, Robert Hossein.

Fahrenheit 451 (C): Drama; Julie Christie, Oskar Werner.

The Defector (C): Drama; Montgomery Clift, Roddy McDowell.

Code Name "Jaguar" (WS) (C): Suspense Drama; Ray Danton, Roger Hanin.

Who's Afraid of Virginia Woolf? Drama; Elizabeth Taylor, Richard Burton.

Kill and Be Killed: Drama; Olga Zubarry, Albert Mendoza.

Hotel (C): Drama; Rod Taylor, Catherine Spaak.

Captain From Toledo (C): Drama; Stephen Forsyth, Norma Bengell.

Alfie (WS) (C): Comedy Drama; Michael Caine, Shelley Winters.

Spinout (WS) (C): Musical Comedy; Elvis Presley, Shelley Fabares.

Nashville Rebel (WS) (C): Musical; Tex Ritter, Sonny James.

Kiss Kiss . . . Kill Kill (C): Mystery Drama; Tony Kendall, Brad Harris.

The Venetian Affair (WS) (C): Melodrama; Robert Vaughn, Elke Sommer.

The Swinger (C): Musical Comedy; Ann Margret, Tony Franciosa.

Hotel Paradiso (WS) (C): Comedy; Gina Lollobrigida, Alec Guinness.

Double Trouble (WS) (C): Musical Comedy; Elvis Presley, Annette Day.

Three Bites of the Apple (WS) (C): Comedy; David McCallum, Sylva Koscina.

The Balearic Caper (C): Adventure Drama; Jacques Sernac, Mireille Darc.

The Last Tomahawk (C): Adventure Drama; Anthony Steffens, Karin Dor.

The Man Called Gringo (C): Adventure Drama; Dan Martin, Alexandra Stewart.

Marco the Magnificent (WS) (C): Melodrama; Horst Bucholz, Gregorie Aslan.

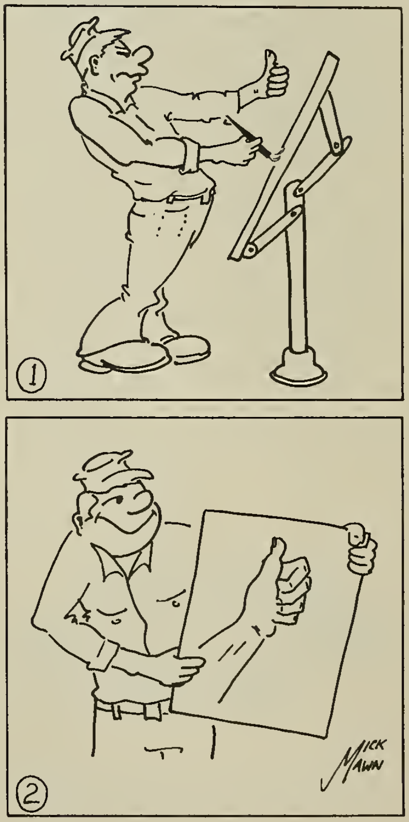
Georgy Girl: Comedy Drama; James Mason, Lynn Redgrave.

Formula C-12/Beirut (C): Adventure Drama; Frederick Stafford, Genevieve Cluny.

First to Fight (WS) (C): Drama; Chad Everett, Merilyn Devin.

The Fortune Cookie (WS): Comedy Drama; Jack Lemmon.

Ernest M. Mawn, Jr., CTC, USN



Still Wondering Whether Your Ship Earned the AFE Medal?

THIS IS ANOTHER of a series on expeditionary and service medals. For the past several months, ALL HANDS has been publishing up-to-date listings of eligible ships and units, with dates of eligibility, that were authorized in Change 3 to SecNav Inst 1650.1C. The lists are being published here for the benefit of the large number of Navymen who have since left the ships and units listed as recipients of the awards.

Ships and units which took part in the Berlin operations between 14 Aug 1961 and 1 Jun 1963, in the Congo operations between October 1960 and November 1961, and the Cuban operations between 28 October and 31 Dec 1962, and which are listed below, are eligible for the Armed Forces Expeditionary Medal.

(*Note:* Eligibility for the Armed Forces Expeditionary Medal for the Cuban operations should not be confused with eligibility for the Navy Expeditionary Medal for Cuban operations. The names of those ships and units, with dates of eligibility, which are eligible for the Navy Expeditionary Medal appeared in the May 1967 issue of ALL HANDS. The names of the ships and units, with dates of eligibility, listed below are those eligible for the Armed Forces Expeditionary Medal. There's a difference.)

In earlier issues, ALL HANDS has published the names of those ships and units, with dates of eligibility, which were awarded the Vietnam Service Medal, the Armed Forces Expeditionary Medal for services in Vietnam, the Antarctica Service Medal and the Navy Expeditionary Medal.

In future issues, ALL HANDS will publish the names of those ships and units, with dates of eligibility, which are eligible for the Armed Forces Expeditionary Medal for operations in Taiwan, the Dominican Republic, Laos, Lebanon and Quemoy-Matsu.

Eligibility dates of those ships and units listed in the August 1966 issue of ALL HANDS are not repeated here. This is a supplement to that list.

The implementing instruction, SecNav Inst 1650.1C, also includes a list of ships and units eligible for the Navy Unit Commendation during the period from World War II to Vietnam. This NUC list will not be printed, nor will the Marine Corps Expeditionary Medal list, which may be found in Change 2 of the instruction.

Partial lists of ships and units eligible for the AFEM for operations in Vietnam, Berlin, Congo, Taiwan, Quemoy, Laos, Lebanon and Cuba were published in the July 1964, October 1965 and August 1966 issues of ALL HANDS.

Note: This current series of reports includes only those ships and units to be found in the latest addition to SecNav Inst 1650.1C (Change 3 of 9 Nov 1966). If your ship or unit is not included, check the above-mentioned issues of ALL HANDS or the SecNav Notices of 2 March, 3 March and 23 March 1963. Also check the other listings in the SecNav Instructions or Notices of the 1650 series.

Additional lists will be printed from time to time as further information becomes available.

Details of the eligibility requirements of the Armed Forces Expeditionary Medal may be found on pages 59-60 of the August 1966 issue of ALL HANDS.

Armed Forces Expeditionary Medal

Berlin (City of West Berlin)

Pawcatuck (AO 108)
5-17 Jan 1962
CINCUSNAVEUR Representative Berlin
14 Aug 1961-1 Jun 1963
USN Member, Military Mission to Potsdam
14 Aug 1961-1 Jun 1963

Congo

(Water area from 3° S to 9° S between 9° E and the mainland of Africa.)

(Including any embarked staff or unit regularly assigned during period listed.)

Bexar (APA 237)
1-3 Oct 1960
Donner (LSD 20)
4-5 Nov 1961
Graham County (LST 1176)
26 January-2 Feb 1961; 23 February-2 Mar 1961; 22 Mar 1961
Hermitage (LSD 34)
22 January-2 Feb 1961; 20 Feb 1961-2 Mar 1961
Suffolk County (LST 1173)
4-8 Nov 1961
Whitfield County (LST 1169)
31 October-3 Nov 1960
Windham County (LST 1170)
31 October-3 Nov 1960

Cuba

(Water area between 12° N and 28° N latitude and 66° W.)

(Including any embarked staff or unit regularly assigned during period listed.)

Abbot (DD 629)
11-22 Nov 1962
Ability (MSO 519)
6-24 Nov 1962
Aggressive (MSO 422)
28 October-11 Nov 1962
Agile (MSO 421)
28 October-11 Nov 1962
Aldebaran (AF 10)
24 October-6 Nov 1962
Algol (AKA 54)
24 October-16 Dec 1962
Allagash (AO 97)
6 November-21 Dec 1962
Allen M. Sumner (DD 692)
24 October-21 Nov 1962
Altair (AKS 32)
11-28 Nov 1962
Bache (DD 470)
25 October-5 Nov 1962
Barry (DD 933)
24 October-1 Nov 1962
Barton (DD 722)
24 October-30 Nov 1962
Basilone (DD 824)
24 October-18 Nov 1962
Bayfield (APA 33)
8 November-5 Dec 1962
Beale (DD 471)
25 October-5 Nov 1962
Bearss (DD 654)
4-16 Nov 1962
Beatty (DD 756)
16-24 Nov 1962
Belle Grove (LSD 2)
8 November-5 Dec 1962
Bexar (APA 237)
8 November-5 Dec 1962
Biddle (DDG 5)
24 October-21 Nov 1962
Bigelow (DD 942)
24 October-21 Nov 1962
Blandy (DD 943)
24 October-1 Nov 1962
Bordelon (DD 881)
24 October-22 Nov 1962; 3-21 Dec 1962
Borie (DD 704)
24 October-1 Dec 1962
Boxer (LPH 4)
24 October-6 Dec 1962
Bristol (DD 857)
4 November-3 Dec 1962
Brough (DE 148)
25 October-1 Dec 1962
Brownson (DD 868)
28 October-18 Nov 1962
Cabildo (LSD 16)
8 November-5 Dec 1962
Calcaterra (DER 390)
31 October-14 Nov 1962
Caloosahatchee (AO 98)
16 November-7 Dec 1962
Cambria (APA 36)
24 October-5 Dec 1962
Canberra (CAG 2)
24 October-6 Nov 1962; 19-22 Nov 1962
Capricornus (AKA 57)
24 October-10 Dec 1962
Carter Hall (LSD 3)
8 November-5 Dec 1962
Casa Grande (LSD 13)
24 October-5 Dec 1962
Charles F. Adams (DDG 2)
24 October-30 Nov 1962
Charles H. Roan (DD 853)
27 October-24 Nov 1962
Charles P. Cecil (DDR 835)
29 October-6 Dec 1962
Charles R. Ware (DD 865)
24 October-21 Nov 1962
Charles S. Sperry (DD 697)
24 October-1 Nov 1962
Cheboygan County (LST 533)
24 October-15 Dec 1962
Chikaskia (AO 54)
24 October-20 Nov 1962
Chilton (APA 38)
24 October-7 Dec 1962
Claud Jones (DE 1033)
24 October-22 Nov 1962
Colonial (LSD 18)
8 November-5 Dec 1962
Conway (DD 507)
25 October-5 Nov 1962
Cony (DD 508)
25 October-5 Nov 1962

Armed Forces Expeditionary Medal (Cont.)

Cuba (Cont.)

Cook (APD 130)
8 November-5 Dec 1962
Corry (DDR 817)
24 October-12 Nov 1962; 18-21 Nov 1962
Dahlgren (DLG 12)
27 October-11 Nov 1962
Damato (DD 871)
24 October-4 Nov 1962
Davis (DD 937)
13-24 Nov 1962
Decatur (DD 936)
4 November-7 Dec 1962
Denebola (AF 56)
11-22 Nov 1962
DeSoto County (LST 1171)
24 October-6 Dec 1962
Dewey (DLG 14)
24 October-12 Nov 1962
DuPont (DD 941)
26 October-22 Nov 1962
Duval County (LST 758)
24 October-15 Dec 1962
Dyess (DDR 880)
3-23 Dec 1962
Earl B. Hall (APD 107)
24 October-7 Dec 1962
Eaton (DD 510)
25 October-5 Nov 1962
Eldorado (AGC 11)
8 November-5 Dec 1962
Elokomin (AO 55)
24 October-23 Nov 1962
English (DD 696)
24 October-24 Nov 1962
Enterprise (CVAN 65)
24 October-3 Dec 1962
Essex (CVS 9)
24 October-15 Nov 1962
Eugene A. Greene (DD 711)
24 October-20 Nov 1962
Fiske (DDR 842)
24 October-1 Dec 1962
Forrest B. Royal (DD 872)
24 October-21 Nov 1962
Fort Snelling (LSD 30)
24 October-6 Dec 1962
Francis Marion (APA 249)
24 October-7 Dec 1962
Furse (DD 882)
24 October-22 Nov 1962
Gainard (DD 706)
18-20 Nov 1962
Gearing (DD 710)
24-30 Oct 1962
Grand Canyon (AD 28)
3 November-1 Dec 1962
Grant County (LST 1174)
24 October-7 Dec 1962
Great Sitkin (AE 17)
24 October-15 Dec 1962
Gunston Hall (LSD 5)
8 November-5 Dec 1962
Hank (DD 702)
24 October-26 Nov 1962
Harlan R. Dickson (DD 708)
4 November-5 Dec 1962
Harwood (DD 861)
24 October-21 Nov 1962
Hawkins (DDR 873)
24 October-1 Dec 1962
Haynesworth (DD 700)
24 October-14 Nov 1962
Henley (DD 762)
27 October-22 Nov 1962
Henrico (APA 45)
8 November-5 Dec 1962
Hermitage (LSD 34)
7-23 Dec 1962
Hissem (DER 400)
24 October-5 Nov 1962
Hoist (ARS 40)
27 October-27 Nov 1962
Holder (DD 819)
1-18 Nov 1962
Hugh Purvis (DD 709)
28 October-18 Nov 1962
Independence (CVA 62)
24 October-20 Nov 1962
Ingraham (DD 694)
6-10 Nov 1962
Iwo Jima (LPH 2)
8 November-5 Dec 1962
John King (DDG 3)
7 November-6 Dec 1962
John Paul Jones (DD 932)
4 November-5 Dec 1962
John R. Perry (DE 1034)
24 October-22 Nov 1962
John R. Pierce (DD 753)
24 October-2 Dec 1962
John W. Weeks (DD 701)
24 October-14 Nov 1962
Joseph P. Kennedy Jr (DD 850)
24 October-5 Dec 1962
Kaskaskia (AO 27)
24 October-20 Nov 1962
Keppler (DD 765)
24 October-1 Nov 1962
Kretchmer (DER 329)
27 November-20 Dec 1962
Lake Champlain (CVS 39)
18 November-5 Dec 1962
Lawrence (DDG 4)
24 October-6 Dec 1962
Leary (DDE 879)
24 October-22 Nov 1962
Liddle (APD 60)
24 October-6 Dec 1962
Lindenwald (LSD 6)
24 October-5 Dec 1962
Lorain County (LST 1177)
24 October-7 Dec 1962
Lowry (DD 770)
24 October-8 Nov 1962; 17-30 Nov 1962
Mac Donough (DLG 8)
24 October-20 Nov 1962
Maloy (DE 791)
6-29 Nov 1962
Mathews (AKA 96)
8 November-5 Dec 1962
Mazama (AE 9)
24 October-2 Dec 1962
Mc Caffery (DD 860)
24 October-21 Nov 1962
Merrick (AKA 97)
8 November-5 Dec 1962
Mills (DER 383)
24-31 Oct 1962
Monrovia (APA 31)
24 October-16 Dec 1962
Mount McKinley (AGC 7)
24 October-10 Dec 1962
Mullinix (DD 944)
24 October-6 Dec 1962
Murray (DD 576)
25 October-5 Nov 1962
Neosho (AO 143)
24 October-22 Nov 1962
Nespelen (AOG 55)
25-27 Nov 1962
New (DD 818)
2-19 Nov 1962
Newman K. Perry (DDR 883)
24 October-22 Nov 1962; 3-21 Dec 1962
Newport News (CA 148)
24 October-21 Nov 1962
Nitro (AE 23)
13-23 Nov 1962
Noble (APA 218)
8 November-5 Dec 1962
Norfolk (DL 1)
24 October-21 Nov 1962
Norris (DD 859)
4 November-5 Dec 1962
Oglethorpe (AKA 100)
24 October-5 Dec 1962
O'Hare (DDR 889)
24 October-3 Dec 1962
Okanogan (APA 220)
8 November-5 Dec 1962
Okinawa (LPH 3)
24 October-5 Dec 1962
Opportune (ARS 41)
25 November-4 Dec 1962
Oxford (AG 159)
29 October-15 Dec 1962
Page County (LST 1076)
8 November-5 Dec 1962
Pawcatuck (AO 108)
5 November-7 Dec 1962
Peterson (DE 152)
25 October-1 Dec 1962
Plymouth Rock (LSD 29)
24 October-7 Dec 1962
Pocono (AGC 16)
12 November-3 Dec 1962
Point Defiance (LSD 31)
8 November-5 Dec 1962
Purdy (DD 734)
17-24 Nov 1962
Randolph (CVS 15)
24 October-7 Nov 1962; 23-30 Nov 1962
Rankin (AKA 103)
26 October-11 Dec 1962
Renville (APA 227)
8 November-5 Dec 1962
Rhodes (DER 384)
24 October-26 Nov 1962; 21-31 Dec 1962
Rich (DD 820)
2-18 Nov 1962
Richard E. Kraus (DD 849)
29 October-21 Nov 1962
Rigel (AF 58)
9-22 Nov 1962
Rival (MSO 468)
24 November-31 Dec 1962
Robert A. Owens (DD 827)
27 October-20 Nov 1962
Robert L. Wilson (DD 847)
24 October-3 Nov 1962
Rockbridge (APA 228)
24 October-16 Dec 1962
Roy O. Hale (DER 336)
14-16 Nov 1962
Rush (DDR 714)
24 October-1 Dec 1962
Sabine (AO 25)
24 October-18 Nov 1962
Salamonie (AO 26)
11-24 Nov 1962
Salute (MSO 470)
29 November-31 Dec 1962
Samuel B. Roberts (DD 823)
24 October-3 Nov 1962
Sandoval (APA 194)
24 October-18 Dec 1962
Saratoga (CVA 60)
3-20 Dec 1962
Saufley (DD 465)
24 October-22 Nov 1962
Sea Poacher (SS 406)
29 November-14 Dec 1962
Sellers (DDG 11)
24 October-21 Nov 1962
Shadwell (LSD 15)
24 October-5 Dec 1962
Soley (DD 707)
24 October-2 Dec 1962
Spiegel Grove (LSD 32)
24 October-30 Nov 1962
Steinaker (DDR 863)
24 October-14 Nov 1962; 20-22 Nov 1962
Stickell (DDR 888)
24 October-6 Dec 1962
Suffolk County (LST 1173)
24 October-16 Dec 1962
Talbot County (LST 1153)
24 October-16 Dec 1962
Terrebonne Parish (LST 1156)
15 November-16 Dec 1962
The Sullivans (DD 537)
17 November-17 Dec 1962
Thetis Bay (LPH 6)
24 October-7 Dec 1962
Thomas J. Gary (DER 326)
15-27 Nov 1962
Thomaston (LSD 28)
8 November-5 Dec 1962
Thuban (AKA 19)
17 November-8 Dec 1962
Traverse County (LST 1160)
24 October-6 Dec 1962
Union (AKA 106)
8 November-5 Dec 1962
Utina (ATF 168)
28 November-15 Dec 1962
Uvalde (AKA 88)
24 October-4 Dec 1962
Vermilion (AKA 107)
24 October-7 Dec 1962
Vesole (DDR 878)
24 October-22 Nov 1962; 3-21 Dec 1962
Vulcan (AR 5)
30 October-29 Nov 1962
Wahkiakum County (LST 1162)
24 October-7 Dec 1962
Wallace L. Lind (DD 703)
24 October-22 Nov 1962
Waller (DD 466)
25 October-5 Nov 1962
Walworth County (LST 1164)
24 October-5 Dec 1962
Washburn (AKA 108)
8 November-5 Dec 1962
Wasp (CVS 18)
2-19 Nov 1962
Whetstone (LSD 27)
8 November-5 Dec 1962
Willard Keith (DD 775)
24 October-15 Nov 1962
William C. Lawe (DD 763)
24 October-21 Nov 1962
William M. Wood (DDR 715)
28 October-24 Nov 1962; 1-24 Dec 1962
Willis A. Lee (DL 4)
7-21 Nov 1962
Windlass (ARSD 4)
21-24 Nov 1962
Witek (DD 848)
24 October-1 Nov 1962; 16-20 Nov 1962
Wood County (LST 1178)
24 October-7 Dec 1962
Wrangell (AE 12)
24 October-20 Nov 1962
Yancey (AKA 93)
24 October-7 Dec 1962
York County (LST 1175)
24 October-5 Dec 1962
Yosemite (AD 19)
7 November-9 Dec 1962
Zellars (DD 777)
24 October-21 Nov 1962

Units

(Only individuals who enter the area of operations are eligible for the award.)

Air Antisubmarine Squadron 24 (VS 24)
27 October-18 Nov 1962
Air Antisubmarine Squadron 27 (VS 27)
4 November-5 Dec 1962
Air Antisubmarine Squadron 39 (VS 39)
24 October-13 Nov 1962

Armed Forces Expeditionary Medal (Cont.)

Units (Cont.)

Airborne Early Warning Squadron 4 (VW 4)
24 October-31 Dec 1962

All Weather Fighter Squadron 3 (VFAW 3) Det Echo
24 October-31 Dec 1962

Attack Squadron 43 (VA 43)
24 October-31 Dec 1962

Attack Squadron 65 (VA 65)
24 October-21 Nov 1962

Carrier Airborne Early Warning Squadron 12 (VAW 12) Det 14
24 October-4 Dec 1962

Carrier Antisubmarine Air Group 56 (CVSG 56) Staff
24 October-5 Nov 1962

Fighter Squadron 32 (VF 32)
24 October-15 Nov 1962

Fighter Squadron 41 (VF 41)
24 October-31 Dec 1962

Fighter Squadron 101 (VF 101)
24 October-31 Dec 1962

Fighter Squadron 174 (VF 174)
25 October-30 Nov 1962

Fleet Air Reconnaissance Squadron 2 (VQ 2)
24 October-31 Dec 1962

Fleet Air Reconnaissance Squadron 2 (VQ 2) Det 3
24 October-31 Dec 1962

Fleet Air Wing 3
24 October-31 Dec 1962

Fleet Air Wing 11
24 October-31 Dec 1962

Fleet Tactical Support Squadron 40 (VR 40)
24 October-31 Dec 1962

Heavy Photographic Squadron 62 (VAP 62)
24 October-31 Dec 1962

Helicopter Antisubmarine Squadron 1 (HS 1)
24 October-31 Dec 1962

LCU Division 11, Det C
8 November-5 Dec 1962

LCU Division 13, Det A
8 November-5 Dec 1962

Light Photographic Squadron 62 (VFP 62)
24 October-31 Dec 1962

Minesweeping Boat 6
24 October-17 Dec 1962

Minesweeping Boat 7
24 October-17 Dec 1962

Minesweeping Boat 10
24 October-17 Dec 1962

Minesweeping Boat 11
24 October-17 Dec 1962

Minesweeping Boat 43
24 October-17 Dec 1962

Minesweeping Boat 44
24 October-17 Dec 1962

Mobile Construction Battalion 4 (MCB 4)
24 October-10 Dec 1962

Mobile Construction Battalion 7 (MCB 7)
30 October-31 Dec 1962

Naval Base, Guantanamo Bay, Cuba (See Note 1)
24 October-31 Dec 1962

Naval Beach Group 1, Det D
8 November-5 Dec 1962

Naval Cargo Handling Battalion 1, Det H
24 October-1 Dec 1962

Naval Cargo Handling Battalion 1, Det L
24-29 Oct 1962

Patrol Squadron 18 (VP 18) Det 6
1 November-31 Dec 1962

Patrol Squadron 26 (VP 26) Det 14
30 October-31 Dec 1962

Patrol Squadron 49 (VP 49) Det 7
17-31 Dec 1962

Tactical Air Control Squadron 12 (TacRon 12)
8 November-5 Dec 1962

Transport Squadron 22 (VR 22)
24 October-31 Dec 1962

Underwater Demolition Team 12 (UDT 12) Det D
8 November-5 Dec 1962

Utility Squadron 10 (VU 10)
24 October-31 Dec 1962

(Note 1: Includes personnel regularly assigned to a component of Naval Base during period.)

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs. BuPers Instructions and BuPers Notices that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 4—Announced approval by the President of the report of a promotion board which recommended temporary promotion of Marine Corps officers to the grade of captain.

No. 5—Required that certain types of candy bars be destroyed.

No. 6—Advised of transference of U. S. Coast Guard from the Treasury Department to the Transportation Department which, in turn, will require certain adjustments in accounting procedures.

No. 7—Discussed certain changes in accounting procedures.

No. 8—Announced the names of those individuals who are recipients of national awards presented annually by the Navy League.

No. 9—Announced approval by the Secretary of the Navy for the President of the report of a selection board which recommended USN chief warrant officers to the grade of commissioned warrant officer W-4.

No. 10—Required the suspension from issue and use of certain drugs.

No. 11—Advised interested parties of the deadlines of claims against certain foreign governments.

Instructions

No. 1300.37—Provides a list of supplementary items which are required in orders for personnel assigned to Vietnam.

No. 1412.11B—Discusses assignment to duty with Joint, Combined, Allied and Office of the Secretary of Defense staffs as a requirement for promotion to flag rank.

Vincent S. Ahern, DMSN, USN

"You mean this isn't the pay line?"

Notices

No. 1306 (28 March)—Announced revised normal shore tour lengths for certain Group V and Group IX rates and ratings.

No. 1440 (3 April)—Announced a change in the title of the Machine Accountant (MA) rating to that of Data Processing Technician (DP).

No. 1020 (6 April)—Announced advance changes to the *U. S. Navy Uniform Regulations.*

No. 1410 (6 April)—Authorized waiver of an eligibility requirement for participation in the May 1967 Navy-wide advancement examinations for BTCS and SPCM.

No. 1430 (6 April)—Announced the names of those who were authorized advancement to Chief Petty Officer, pay grade E-7.

No. 1430 (7 April)—Discussed an advance change to the *Manual of Advancement in Rate or Rating* effective with May 1967 Navy-wide examinations for E-8 and E-9.

No. 3590 (7 April)—Provided procedures and guidance for the conduct of the 1967 rifle and pistol competitions.

No. 1418 (13 April)—Announced a change in the dates for administering the July 1967 Military/Leadership examinations for personnel in pay grades E-2, E-3 and E-4 and the schedule for Navy-wide advancement examinations for active duty personnel in pay grades E-4 through E-7 in August.

LETTERS TO THE EDITOR

Rays and Points

Sir: How should a star be placed on a service ribbon? *U. S. Navy Uniform Regulations* states the star will be placed on a service ribbon with two rays down. Fine, but what is a ray?

According to the *Dictionary of Mythology, Folklore, and Symbols* by Gertrude Jobes, the *rays* of a star are the lines which emanate from a single point of the star, and in effect form opposite sides of two adjacent *points* of the star. (See Fig A).

My officer in charge interprets the instruction to mean that a ray and a point are the same, and that the star should be placed on the ribbon as in figure A. I say the star should be placed on the ribbon as in figure B.

Does *Uniform Regs* mean two points down, four rays down; or does it mean one point down, two rays down?—R. C. G., AVCM, usn.

• *Technically speaking, you have* Uniform Regs *with its points down. As you say, a ray and a point are not the same, and* Uniform Regs *is incorrect when it states that two rays should point down. The intent and correct interpretation of the regulations is that two points of the star shall point down. (As in figure A).*

However, the number of Navymen who will be confused by this error can probably be counted on the points of one star. Especially in view of the fact that page 28, Appendix B, of Uniform Regs *clearly illustrates proper method for placing stars on ribbons.*—Ed.

No Warrant for Messes

Sir: Is there an authority for establishing warrant officer messes? Or forbidding them? I seem to recall that when the warrant program was reestablished, a directive was issued by BuPers stating that it was not desirable to reestablish warrant officer messes.

I have tried without success to find this directive, and would appreciate knowing if in fact it does exist.—C. D. O., LTJG, usn.

• *To the best of our knowledge, there is no such directive.*

Actually, the Bureau of Naval Personnel has control over officers' messes ashore only. Messes aboard ship are controlled by the commanding officer, within the provisions of Chapter 18 of U. S. Navy Regulations.

You may have certain recommendations of the Settle Board Report in mind. As you will recall, VADM T. G. W. Settle, usn *(Ret.) was senior officer of a board of 14 officers and enlisted men which made a study of the effectiveness of various officers programs available to enlisted personnel. One of the board's primary recommendations was that the warrant officer program be reestablished.*

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

The Settle Board also felt that warrant officers should eat and sleep in the same wardroom facilities available to other officers. Messing warrants in wardrooms, and berthing them in wardroom country, the Board reasoned, was economically sound, and would add to the warrant's prestige and the unity of the officer corps.

Concerning warrant messes ashore, there have been none for many years, and the Bureau has no plans to reestablish them.—Ed.

Dislocation Entitlement

Sir: I am having trouble establishing my entitlement to a dislocation allowance.

In 1965 I was transferred to sea from the Naval Reserve Training Center in Joplin, Mo. My leave was cut short because my new ship, uss *Seminole* (AKA 104) was due to leave for the Western Pacific.

I left my wife and children in Joplin, reported aboard *Seminole* in August 1965 and left the U. S. for WestPac several days later.

After being overseas eight months, the ship returned in April 1966. I took 30 days' leave in June and moved my wife and children and furniture to San Diego, *Seminole's* home port.

Upon returning from leave, I was immediately transferred to uss *Catamount* (LSD 17), also homeported in San Diego.

Soon after reporting to *Catamount* I submitted the necessary papers to claim my dislocation allowance. The disbursing officer, however, was hesitant to pay the claim. He wanted more proof of my entitlement. I am still waiting.—D. E. H., GMC1, usn.

DOUBLE WORK—Crew of *Liddle* (APD 60) has two ships while reactivating *USS Beverly W. Reid* to carry on *Liddle's* work in Fleet.

• *Your case was passed on to the Office of the Comptroller of the Navy, and your problem received immediate attention. By the time this issue is printed you should have received your payment for dependent travel as well as the dislocation allowance.*

For other Navymen who may have encountered the same problem, here is the word from the Comptroller:

In this situation the Navyman is entitled to a dislocation allowance—even though there was no entitlement incident to the ship-to-ship transfer, as both vessels have the same home yard and home port.

If the Navyman was not officially advised of the ship-to-ship transfer before moving his dependents, he is eligible for the dislocation allowance and dependent travel incident to the first PCS orders—in this case, the orders from Joplin to Seminole.

There is no time limitation applicable to dependents' travel or the dislocation allowance after a Navyman is transferred under PCS orders. If the dependents' travel to the new permanent duty station is performed before the Navyman receives official notice of subsequent transfer, entitlement exists. (The dependents must, of course, travel for the purpose of establishing a permanent residence in connection with the Navyman's permanent change of station orders.)

Even if the Navyman received official notice of his transfer before moving his dependents, entitlement still exists in this case although under other provisions of the regulations.

Paragraph M 7055 of "Joint Travel Regulations" stipulates that if a Navy-

man, upon receipt of PCS orders, retains his dependents at the place that they were located when such orders were received, and he receives later assignment to some other permanent station, he is entitled (upon assignment to that subsequent permanent station) to transportation at government expense for his dependents. The distance, of course, may not be greater than that from the station from which he traveled when his dependents were so retained to the final duty station.

So, under these circumstances, even if the Navyman has received orders, he is entitled to move his dependents to his new duty station and to receive the dislocation allowance.—Ed.

Extraordinary Heroism

Sir: The *BuPers Manual* mentions a 10 per cent increase in retainer pay which is awarded to Navymen credited with extraordinary heroism.

The Secretary of the Navy, according to the *Manual,* determines whether the heroism was extraordinary when a Navyman enters the Fleet Reserve.

I know a chief petty officer who received the Distinguished Flying Cross during World War II. I would like to advise him if he qualifies for the 10 per cent award and, if so, how to apply for it.—G. N., PNC, usn.

- *If your friend is eligible, he will receive the increased retainer pay awarded for extraordinary heroism when he enters the Fleet Reserve.*

When a man applies for transfer to the Fleet Reserve, the Secretary of the Navy (or his representative) receives a copy of the citations which accompanied the personal decorations and commendations the Navyman received during his career.

If the Secretary determines that the Navyman's actions were extraordinarily heroic, the decision is recorded in paragraph four of the Fleet Reserve Transfer Authorization.

Then, the Navy Finance Center in Cleveland, Ohio, automatically increases his retainer pay by 10 per cent.

The heroic act must involve danger to the life of the person performing it and stand out well above ordinary acts of heroism.—Ed.

Saluting

Sir: I have a question concerning military courtesy. A Wave officer is driving through the station gate. When the seaman guard on duty salutes her, does an enlisted Wave passenger in her car return the salute in unison with her?

I say negative; the enlisted Wave does nothing in this instance. I maintain that the only time an enlisted person salutes in unison with an accompanying officer is when that officer salutes another officer. Am I right?—R. L. C., YNC, usn.

Sir: Is an enlisted man who is walking with or in the presence of an officer required to return the salute of another enlisted man? *Navy Regs* does not cover this circumstance. I have heard a variety of opinions, but no one has yet been able to show me the answer in writing.

Could you give me the correct procedure and cite the reference?—W. E. J., RM3, usn.

- *In both cases, the enlisted person's salute is returned by both the officer and the accompanying enlisted man (or woman). The basic rule is that a junior follows the action of his senior.*

On page 67 of Basic Military Requirements, NavPers *10054-B, 1965, you will find the statement: ". . . if you are walking with an officer and an enlisted man approaches and salutes the officer, you also return the salute when the officer does so." This rule applies equally when walking or when in an automobile.*

Of course, any action taken by the driver *of an* automobile *should be governed by the rules for safe driving. If the driver, by saluting, will endanger the safety of the car's occupants, he should not do so.*—Ed.

What's a Rate? A Rating?

Sir: While reading "Primer on Navy Ratings" in the October issue I found a definition which I believe to reflect the popular concept rather than the correct one. It is the definition of "rate."

You state that rate is pay grade. I do not believe the two terms are synonymous.

As an enlisted man, I was an Air Controlman. My rating (as you correctly denote in the article) was AC. My pay grade was E-9. Another way of denoting this is POCM.

But my designation was ACCM, a combination of specialty and pay grade. This combination, I believe, is also called rate.—C. W. R., LT, usn.

- *You are correct—so, for that matter, was the article, though only so far as it went. As was stated, specialty is rating and pay grade is rate.*

As the "Manual of Qualifications for Advancement in Rating" points out, however, "The term 'rate' is also used to identify personnel occupationally by pay grade. For example, a boatswain's mate third class (BM3) is a rate."—Ed.

LITTLE BUT POWERFUL—*USS Clarion River* (LSMR 409) has shallow draft, enabling her to maneuver close to shore in support of troops. *Right:* Rocket leaves trail of fire from launcher to enemy position during night attack.

ACCIDENT-FREE—10,000th landing was completed by helo crew of Squadron 162 aboard *USS Guam* when LPH 9 operated in Caribbean.

Leave Can Become Complicated

SIR: I have three questions concerning leave:

My ship is homeported in Pearl Harbor. Leave is granted to enlisted men and some will travel to the continental United States. For those going to the mainland, does leave commence when they leave the ship in Pearl Harbor, or does it commence when they enter CONUS?

I departed the ship when it was at Subic Bay and spent my leave in Hawaii. Should I have been charged leave from the time I left the ship, or from the time I arrived in Hawaii?

A man departed the ship in Hawaii on 15 days' emergency leave. He was going to CONUS. Should he have taken his pay record?—A. M. C. PN1, USN.

• *Unless the Navyman is going on emergency leave, his leave begins when he leaves the ship. The same goes for question two, with the same exception. For question three—yes, the man should have taken his pay record.*

Here are the answers in detail:

As Article C–6304 of the BuPers Manual *states, when leave involves travel outside CONUS, leave commences upon departure from the unit and ends upon arrival back at the unit. (The day of departure, of course, is not charged to leave. Neither is the day of return, if the return is before 0900.)*

In other words, men going on leave in CONUS from Pearl Harbor will be in a leave status during travel to and from the mainland. The same holds true if the leave is taken at a place outside CONUS.

There is one exception. If a Navyman is on emergency leave, he does not enter into leave status until he debarks in CONUS, or the area of the emergency, if outside CONUS. His leave ends when he reports to the port of embarkation for transportation back to his unit. The day he reaches CONUS or other area would not be counted as a day of leave, and the day he reports to the port of embarkation would only be counted as a day of leave if he reported after 0900.

However, if travel in the U. S. is involved in emergency leave taken at a place outside the U. S., leave will be charged for all travel time in the U. S.

In regard to the pay record question, Article C–6304 of the BuPers Manual *and paragraph 044454 of the* NavCompt Manual *are quite specific. When a man returns to CONUS in a leave status from overseas, he should carry his pay record with him.*—ED.

Challenger Packs Wallop

SIR: I don't wish to open old wounds, but the picture of Kenneth D. Dallas, ETC, on page 12 of your January 1967 issue, is causing quite a discussion in my office. I am referring, of course, to the gloves named "Bliss."

Our question is this: is he right-handed and just turned around, or is he left-handed and still confusing?

We are all members in good standing of the Pacific Nit-Pickers Union, Local 93401, and gleefully go over every publication with powerful magnifying glasses for minor boo-boos.—R. D. Hoffman, JOCS, USN.

• *Frankly, we don't know whether Chief Dallas is right-handed, left-handed, or underhanded. In fact, his name isn't even Dallas. It's Bliss, from the mittens of the same name. We discovered that the wrong name was used in the caption. (That's one nit you missed.)*

*Also please note our terminology—*mitten, *referring, of course to a covering for the hand which has a separate section for the thumb only, as opposed to a glove, which has a separate section for each finger of the hand. (That's another nit you missed. Perhaps the nearest photo lab will lend you some lens cloth for cleaning your magnifying glasses.)*

However, in taking a second look at the photo, we found that we could not have edited the name on the mittens to come out entirely correct. If you will look again, you will see that the name on the lower mitten is correct as it is. This rules out the possibility of someone having printed the picture from the wrong side of the negative.

Had we noticed this before the picture was printed, we would have had it printed backwards, so the name on the top mitten would be correct. That way, the name on the bottom mitten would have been backwards, but harder for you to spot.

You may, if you wish, do the same thing to your mittens by using the wrong side of the stencil. But it won't be necessary to send the picture.—ED.

Flight Deck Pay for Helo Pads

SIR: Flight deck pay is welcome compensation for what has proved to be an extremely hazardous occupation, and was responsible for a noticeable increase in morale aboard aircraft carriers. The law, however, does appear to have one inequity—it applies only to men aboard aircraft carriers.

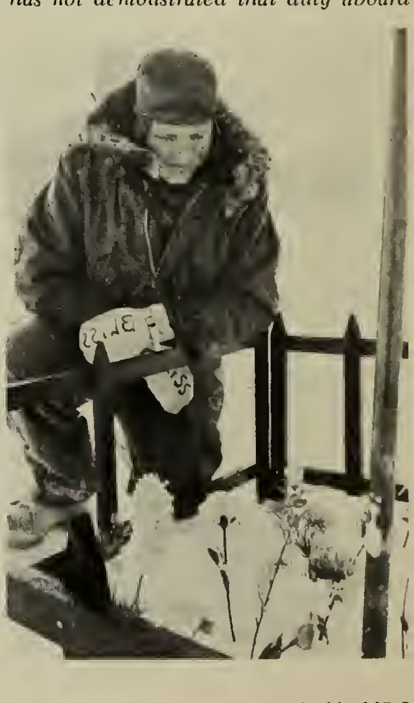
After spending a good deal of time serving aboard aircraft carriers, I served in DLGs and CLGs with a helicopter search and rescue detachment. Insofar as the hazards of air operations are concerned, I can see little difference between the flight deck of a CVA and the smaller landing pad of a cruiser or destroyer.

Launching and recovery crews aboard the smaller vessels are not eligible for flight deck pay. I believe they should be.—B. L. O., AMS1, USN.

• *The law governing flight deck pay (Title 37, U. S. Code, as amended by Public Law 89–149) stipulates that the extra compensation will go only to men who serve aboard aircraft carriers. The Navy is, therefore, precluded by law from paying flight deck pay to men serving in other types of ships, including LPHs.*

Your letter was forwarded to cognizant officials in headquarters for their consideration. Here are their comments:

Fortunately, operational experience has not demonstrated that duty aboard



destroyers or cruisers which service helos is more hazardous than duty in other types of surface ships. The situation, however, is kept under close observation. If DLG or CLG duty becomes exceptionally hazardous on a continuing basis, every effort will be made to seek legislative relief that would permit payment of the appropriate hazardous duty pay.—Ed.

Verification of Dependents' ID

Sir: In your January 1967 issue, in reply to J. E. R. PN2, concerning dependent ID cards, you write . . . "It is understood, of course, that whoever issues the card must be able to verify the dependents' eligibility from the sponsor's service record . . ." and . . . "If your ship's office keeps the crew's service records, etc. . ."

Well, Sir, this ain't exactly so. The DD Form 1172 is often prepared and verified at a command 10,000 miles from the command where the card is issued. Therefore, it would not be a requirement that the card-issuing activity also hold service record of sponsor. Right?—A. E. T., YNCM, USN.

- *Right. And we appreciate your calling the matter to our attention.*

In checking out your statement, we were advised that a card-issuing activity doesn't have to hold the sponsor's service record unless it is verifying the DD Form 1172.

Normally, a command issues cards because it has on board personnel for whom it verifies 1172s. An activity may issue an ID card to anyone who has an 1172 verified by the sponsor's command.—Ed.

It Just Depends

Sir: We have several men in our unit who are entitled to wear both the aircrewman insignia and the Navy and Marine Corps parachutist insignia. They often wear both at the same time. I say this is not regulation. Am I correct?—N. D., YN1, USN.

- *No, you are not. The insignia may be worn together.*

We assume you reached your opinion because regulations state the aircrewman insignia may not be worn with any other aviation insignia except the combat air crew insignia.

It happens, however, that parachutist qualifications are not associated with qualifications for aviation insignia, and so are in a different category.

Under no circumstances, however, may more than two such insignia be worn at the same time.—Ed.

ICE CREAM TO RADAR—Navy ingenuity aboard reefer *USS Arcturus* put the motor from ship's ice cream machine to work turning the radar antenna.

The Bear Facts

Sir: While reading a book by Admiral Richard E. Byrd, I came across a photo of a ship he used during his 1933 trip to Antarctica. This ship was called *Bear of Oakland.*

After closely examining the ship's portrait, I'm convinced it is the same vessel I served on in 1943, with one exception. She was then known as USS *Bear* (AG 29). If she is, indeed, the same ship, would you please tell me whatever became of the old girl? My shipmates here at Byrd Station seem to doubt my story. Perhaps you can set them straight. T. V. M., ACC, USN.

- *You may be glad to know that the two ships about which you inquire are the same, Chief. However, she no longer exists, except in the memories of former crewmembers such as yourself.*

Bear *broke up and sank in heavy seas between Nova Scotia and Philadelphia on 19 Mar 1963. It was a fitting end for a ship whose career spanned nearly 90 years, and which included rescues in the far north as well as voyages to the Arctic and Antarctic, one of which you read about in Admiral Byrd's book.*

Here's a little of her history.

Bear *was designed as a three-masted barkentine for the sealing trade and for transit through heavy ice. She was launched in 1874 at Linthouse, Goven, Scotland. Ten years later our Navy purchased her for $100,000. After she was refitted and commissioned at New York on 17 Mar 1884, her 34-man crew sailed her northward as part of the then-famed Greely Relief Expedition.*

She spent nearly 60 days in search of LT Greely's party, which had been lost during the Lady Franklin Bay expedition. When Bear's *crew found Greely, he and other survivors were scarcely more than skeletons, having survived months of starvation by eating small game, rock moss, and finally leather sledding equipment. The rescue ship retraced her passage through Melville Bay and arrived at Portsmouth, N. H., on 1 August.*

Within three months, Bear *was decommissioned and transferred to the Treasury Department for use by the Revenue Cutter Service in Alaskan and Arctic waters.*

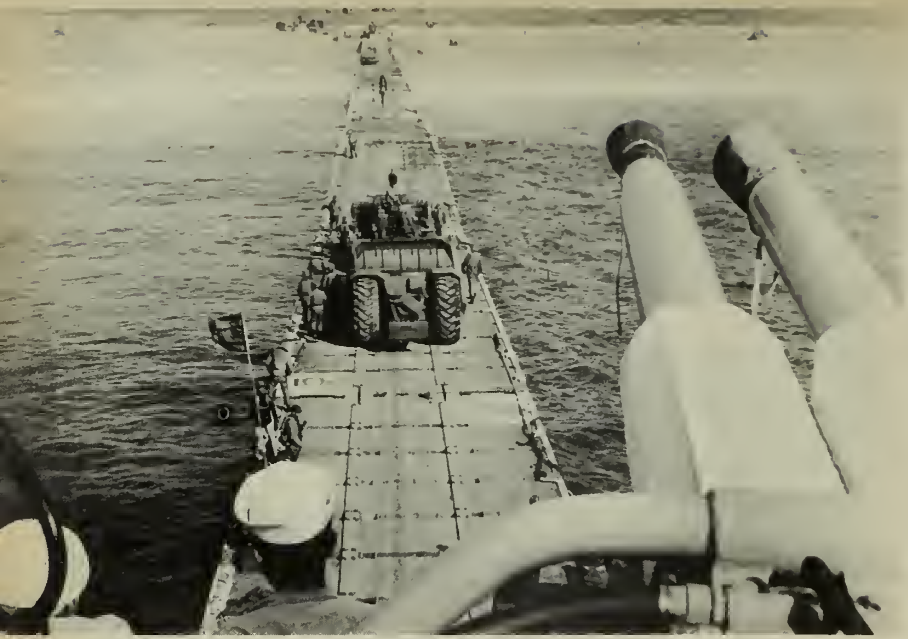
During the next 40 years she made 34 cruises to the Arctic, many of them filled with adventure and peril. Throughout the summer and into the

Command at Sea Star

Sir: I served as Commanding Officer, Military Department, on Navy-owned hulls assigned to MSTS on active duty during the Korean conflict. Do I have the option of wearing the "command-at-sea" breast pocket insignia (star device) for this service?—R. H. F., LT, USNR.

- *No. The qualifications for the Command at Sea insignia are prescribed by the "BuPers Manual," Article C-7317(2). To qualify, you must have had command of a commissioned ship or aircraft squadron which operated in direct support of the Fleet.*

While you held the title Commanding Officer, Military Department, this is not command of a ship, but is roughly equivalent to administrative department head on any other type ship.—Ed.



BEACH TIME—Seabees of MCB 11 offload construction gear from *USS Stone County* (LST 1141) during exercises at Imperial Beach near Coronado, Calif.

fall of 1897, Bear's *crew helped police the Yukon gold rush. That same year, the ship was involved in another rescue mission when she located the crews of eight whaling ships caught in the ice off Point Barrow. Here again, rescue was timely. When found, the survivors were eating their sealskin boots.*

After delivering the shipwrecked sailors to Seattle, Bear *returned to Alaska where, until the turn of the century, her crew helped maintain order during the gold rush to Nome.*

Bear's *service in Alaskan and Arctic waters continued throughout World War I and for nearly a decade thereafter. She made her last Arctic cruise in 1926 after which she was placed out of commission at Oakland, Calif., where she was acquired for use as a city Marine Museum in 1929.*

However, her life as a museum was short. In 1932, Bear *was purchased by Rear Admiral Byrd for his second Antarctic expedition.*

Still staunch and sound, the three-masted barkentine was generously offered by authorities of the City of Oakland at a public auction which was required by law. A gentlemanly agreement between the admiral and authorities almost miscarried when a local junkman interrupted the auction with a starting bid of one thousand dollars. After a discreet, but firm conversation, with the junkman by some person, ADM Byrd got the ship for $1050. He christened her Bear of Oakland *to show his gratitude.*

Fitted out for duty with the exploring expedition, Bear of Oakland *left Boston in September 1933 for the Antarctic Continent. Four months later she arrived at the Bay of Whales, and remained in the area the following year.*

Because of her success, Bear of Oakland *was chartered by the Navy for Antarctic service. She was commissioned* USS Bear *(AG 29) on 11 Sep 1939 with a crew of 40 officers and men. Within three months she was again en route to the Bay of Whales as part of the Antarctic expedition under ADM Byrd. This expedition lasted until May 1941.*

At the outbreak of World War II, Bear *was bought by the Navy on 31 Dec 1941 for $140,000. She served with the Northeast Greenland Patrol until the winter of 1943 when she returned to Boston for decommissioning. Her name was stricken from the Register of Naval Ships on 9 Jun 1944.*

For nearly four years the vessel was nameless. Then in February 1948 she was purchased by a Canadian who named her Arctic Sealer *and used her as such out of Halifax, Nova Scotia, until the summer of 1956.*

Six years later, she was once again rigged as a three-masted barkentine and prepared for towing to Philadelphia, where she was to be converted into a floating restaurant and maritime museum.

While under tow from Nova Scotia to Philadelphia, the 89-year-old ship foundered in a severe Atlantic storm. Thirty-foot waves split her aged timbers; without power she was unable to fight for her life.

Bear *sank in the sea some 80 miles south of Halifax and 260 miles east of Boston.*—Ed.

After Cheyenne, Anything Was Easy

Sir: I would like to obtain some information concerning USS *Cheyenne,* which supposedly was a monitor used for training the Naval Reserve during the period from 1922 to 1924.

I am particularly interested in learning what became of the ship and the type of propulsion and armament she had.—C. A. B., TM1 (SS), USN.

• *Coast Service Monitor No. 10, known as* Cheyenne, *was originally christened* USS Wyoming. *Her name was changed to* Cheyenne *on 1 Jan 1909.*

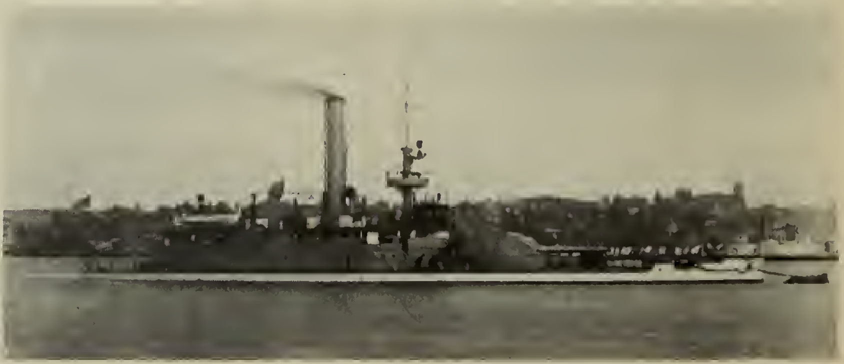
Monitors—vessels of moderate size (3000 to 6000 tons) with a very low freeboard—were heavily armored at the waterline and had a small coal capacity and a low speed.

Monitors had other drawbacks, too. Their battery usually consisted of one or two pairs of heavy guns mounted in turrets, together with a few intermediate and secondary guns.

At sea, the monitor would roll so deeply and quickly that the guns fired at almost everything but the target. For this reason, the ships came to be used entirely for harbor defense.

During her career, Cheyenne *operated with the Washington State Militia and, in 1913, was converted to a submarine tender. In the fall of 1917, she went, via the Panama Canal, to the Atlantic Fleet Submarine Force and*

WET FEET—A sailor could almost get wet feet walking the deck of monitor USS Wyoming, later named Cheyenne. Ship was decommissioned in 1926.



served as flagship and tender to the Third Division.

For a while in the 1920s, Cheyenne *served as a station ship for training Reserves and was put out of commission in 1926. In 1937, she was stricken from the Navy list and was sold on 20 Apr 1939.*—Ed.

Five Greens Rate One Gold

Sir: Ships which win the battle efficiency "E" during five consecutive years are awarded a gold "E" in lieu of the fifth award. Does the same rule hold true in regard to the communications "C"?

If it does, is it possible for more than one ship to hold a gold "C"? Is there any record of any ship ever earning a gold "C"?—S. F. M., SM2, usn.

• *To your first question—Yes. The gold "C" would be awarded in lieu of a fifth consecutive green "C".*

Theoretically, any number of ships could hold the gold "C", but to our knowledge, no ship has ever earned it.—Ed.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

• uss *The Sullivans* (DD 537)—The fourth reunion of the WW II crew is being planned for 18, 19 and 20 August at the St Francis Hotel in San Francisco. For details, write to Charles McCarty, 2865 Homecroft Drive, Columbus, Ohio 43211.

• uss *Benner* (DD 807)—Shipmates who served from commissioning to August 1946 are invited to a reunion scheduled for July 8 at Crawfordsville, Ind. Contact Lowell E. Anderson, R. R. No. 6, Crawfordsville, Ind. 47933 for details.

• uss *Herndon* (DD 638)—A reunion is scheduled for this September in New York. For more information, write to Angus Schmelz, 35 Henry St., Succasunna, N. J. 07876.

• *LST Group 19, Flotilla Seven*—A reunion is planned for August 24 to 27 at the Lamar Hotel, Houston, Texas. For information, contact O. Sidney Hopkins, Worth Hotel, P. O. Box 1347, Fort Worth, Texas 76101.

• *NAS Tillamook*—The first reunion of Naval Air Station, Tillamook, Ore., is scheduled for 27 through 30 July. Plans may be obtained by addressing Convention Secretary, Naval Air Station Reunion, Tillamook, Ore. 97141.

• *14th Seabees*—The seventh annual reunion will be held at the Camelot Inn, Tulsa, Okla., July 14, 15 and 16. For information, contact Olen B. Raney, 4205 South Hughes, Amarillo, Texas 79110.

• *EX-PT Boaters*—A reunion is being planned at the Sheraton-Peabody Hotel, Memphis, Tenn., on Labor Day weekend (2-4 September) for all hands who served in PT boats, tenders, bases, training schools, intelligence, liaison-coast watchers and so forth during WW II. For details, officers and enlisted men may write to J. M. Newberry, P.O. Box 202, Memphis, Tenn. 38101.

River Patrol Boat Crews

Sir: Some time back, you printed a Letter to the Editor concerning unit insignia (December 1966 issue). You stated that submariners and aviators are authorized to wear special insignia because ". . . they have distinguished themselves by completing rigorous, extensive and highly technical phases of training within their particular specialties."

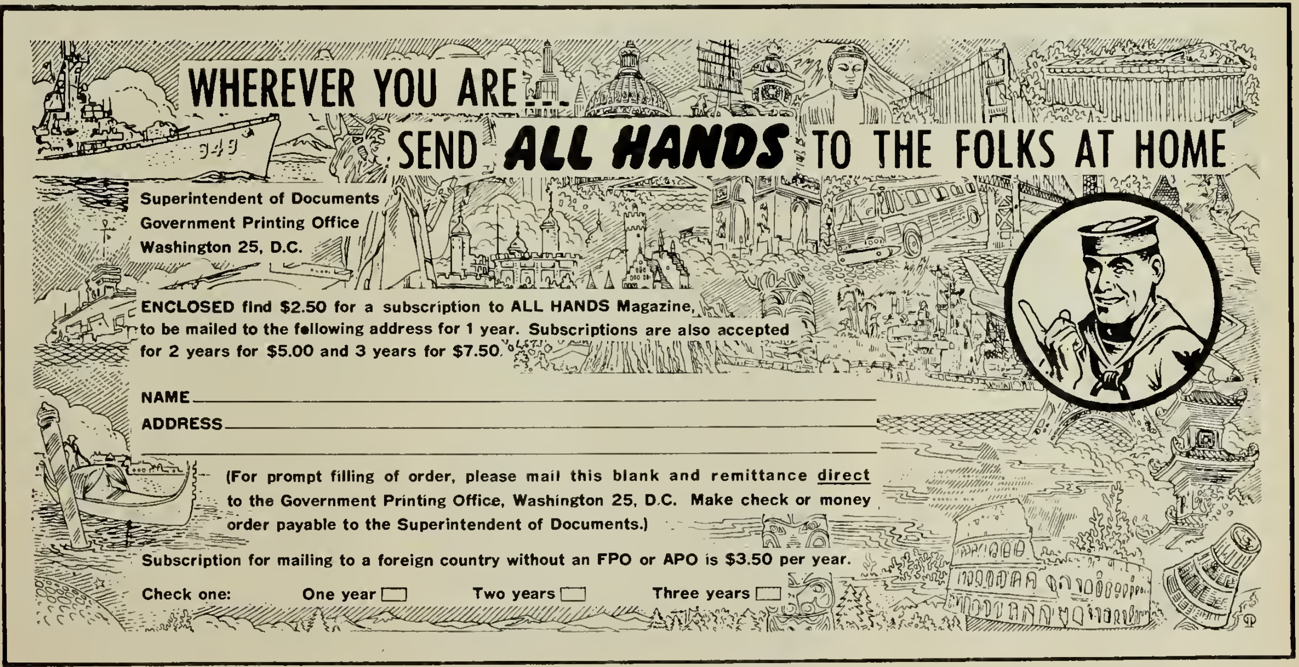
I am a member of a PBR (Patrol Boat, River) unit here in Vietnam. I would like to point out that before we were sent to our present duty station, we were also put through rigorous, extensive, and highly technical training.

We were also put through training out of our specialties, so that we could operate efficiently in any situation. We received nine weeks of training, which, if I am not mistaken, is almost as long as submarine school.

I see no reason why our particular unit should not be authorized to wear some sort of special insignia, equal to that worn by submariners and aviators. —E. S. S., ENFN, usn.

• *The Permanent Naval Uniform Board tells us it recognizes that river patrol boat crews are well trained and efficient groups of Navymen. Your pride in your unit is understandable, and also admirable.*

However, the Board feels it should continue its policy of restricting the introduction of special qualification insignia, in order to preserve the neat, uncluttered appearance of the Navy uniform.—Ed.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HEROES and LEADERS

NAVY CROSS

"For extraordinary heroism . . ."

★ Hickey, William L., Hospital Corpsman 2nd Class, USN, as senior corpsman on 4 Jul 1966 with a Marine unit during a search and destroy operation in Vietnam. Petty Officer Hickey was wounded rescuing a Marine trapped in an amphibian vehicle when the unit was fired on by the enemy. Despite his wounds, he returned to the scene to aid two other corpsmen, who were helping the wounded. Hickey was wounded two more times, once by an enemy rifle grenade, but refused evacuation for several hours to give advice and assistance to other corpsmen. He remained until all casualties were treated and the seriously wounded were evacuated.

★ McKeen, Gerald C., Hospitalman, USN, posthumously, while serving as a platoon corpsman with the Seventh Marines in Quang Tri Province, Republic of Vietnam on 24 Sep 1966. His unit was attacked by mortar, machine gun and sniper fire from a North Vietnamese regiment, and although seriously wounded by shrapnel, he refused aid and began treating other wounded men. He crawled more than 20 meters to assist a machine gun team and received a second severe wound. He again refused medical aid and for more than three hours continued to assist men, many who were less seriously wounded than himself. Growing weaker, he crawled more than 50 meters to the company command post before collapsing.

DISTINGUISHED SERVICE MEDAL

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility . . ."

★ Donaho, Glynn R., Vice Admiral, USN, as Commander Military Sea Transportation Service from July 1964 to February 1967, assuming the responsibility for worldwide ocean delivery of Department of Defense personnel and cargo. He was instrumental in achieving a significant breakthrough in the delivery of the Department of State's Agency for International Development cargo for the Republic of Vietnam. During this same period, his efficient management techniques enabled his command to continue its demonstrated reliability for worldwide support of U. S. Government agency and military operations under changing conditions.

★ Weschler, Thomas R., Rear Admiral, USN, as Commander United States Naval Support Activity and Commander Naval Forces Vietnam Representative, Da Nang, Republic of Vietnam, during operations against the enemy from 6 Feb 1966 to 5 Feb 1967. RADM Weschler displayed outstanding leadership in commanding and directing operations of the Naval Support Activity. He supervised the development of combat base facilities throughout the First Corps Tactical Zone.

SILVER STAR MEDAL

"For conspicuous gallantry and intrepidity in action . . ."

★ Browne, Harvey M. Jr., Lieutenant (jg), USNR, as an attack pilot and flight member of a squadron embarked in USS *Ticonderoga* (CVA 14) on 7 Feb 1966. In attempting to rescue an aviator shot down over North Vietnam, he exposed himself to intense fire during attacks against enemy ground troops. He continued to make low-level strafing and rocket attacks until he exausted his ammunition. He then continued to harrass the enemy by making low nonfiring passes. He continued to expose himself in this manner until the enemy succeeded in capturing the downed pilot.

MEDAL MAN—Daniel Guest, BM1, receives Navy Commendation Medal for work as enlisted advisor to Vietnamese Navy's Coastal Group 44.

★ Gunn, Daniel M., Hospital Corpsman 3rd Class, USN, posthumously, as a platoon corpsman with an ambushed Marine unit in Quang Tri Province, Republic of Vietnam, on 23 Jul 1966. Petty Officer Gunn moved from his covered position to give medical aid to wounded Marines under heavy machine gun fire. He exposed himself to the fire and succeeded in treating eight wounded until he was critically wounded.

★ Gunter, Alton R., Engineman 2nd Class, USN, while serving aboard *PCF 26* in the Dong Trahn River, Republic of Vietnam, on 27 Mar 1966. Although Petty Officer Gunter was severely wounded by an ambush from both sides of the river, he manned the patrol craft's machine guns and delivered accurate fire until the ammunition was exhausted. He then manned the craft's 81-mm mortar and fired into the Viet Cong positions. Only when the patrol craft was clear of the ambush did he seek medical attention.

★ Lyons, John J., Chief Engineman, USN, as a member of the Explosive Ordnance Demolition Unit One serving with the U. S. Naval Support Activity, Da Nang, on 1 Oct 1966. With disregard for his own safety, Chief Petty Officer Lyons assisted a surgeon in an operation to remove a live 60-mm mortar shell from the chest of a Republic of Vietnam soldier. He participated in the operation, and contributed to the successful removal of the activated shell.

★ Patton, William T., Lieutenant (jg), USNR, while serving with Attack Squadron 176, embarked in USS *Intrepid* (CVS 11) in Southeast Asia on 9 Oct 1966. During rescue of a downed Navy pilot and his crewman, LTJG Patton and his section leader led a helicopter into an area of heavy ground fire and within a surface-to-air missile environment. He suppressed the enemy with strafing attacks and succeeded in destroying an enemy jet aircraft which was attacking helicopters attempting to make the rescue.

★ Ross, James C., Hospitalman, USN, as a platoon corpsman with an ambushed Marine unit on 16 Dec 1965, near Que Son, Republic of Vietnam.

The initial machine gun fire injured 11 Marines, and Hospitalman Ross crawled under fire to the scene and began administering mouth-to-mouth resuscitation to a seriously wounded man. He continued this aid during the entire 15-minute firefight, and succeeded in saving his comrade's life.

★ Vermilya, Robert S., Commander, usn, while flying an armored search and rescue helicopter in support of combat operations in Vietnam on 31 Aug 1966. He took his helicopter and crew deep within Haiphong Harbor to rescue a downed pilot who was caught in heavy crossfire from both shores of the channel. Under heavy antiaircraft and automatic weapons fire, CDR Vermilya executed a rescue approach and hover and succeeded in snatching the downed pilot from his position and safely reaching the open sea.

★ Waechter, William, Lieutenant, usnr, as helicopter aircraft commander of an armored search and rescue helicopter during a mission to rescue a downed pilot in North Vietnam on 12 Jul 1966. He subjected his aircraft to intense antiaircraft fire while flying more than 70 miles inland to the mountainous rescue site. The airman was trapped in a steep gorge, but LT Waechter succeeded in rescuing the pilot by expertly maneuvering the helicopter into a ragged hover by sacrificing directional control and varying the pitch in the rotor to maintain speed and lift.

★ Wiggins, Delmar J., Hospitalman, usn, as platoon corpsman with a Marine unit operating against Viet Cong forces in the Republic of Vietnam on 18 Mar 1966. Hospitalman Wiggins continuously exposed himself to heavy enemy fire during a 12-hour encounter with the enemy. He continued to treat more than 20 critically wounded men throughout the night's fighting until they were evacuated the following morning.

LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the government of the United States . . ."

★ Bushner, Francis X., Commander, usnr, as Chief, Technical Operations, Operations Group, while assigned to Field Command, Defense Atomic Support Agency, Sandia Base, Albuquerque, N. M., from July 1963 through January 1967.

OFFSHORE REPAIRS—USS *Krishna* (ARL 38), shown here repairing a *Swift* boat at An Thoi, has received the NUC for her service in Vietnam waters.

Gold Star in lieu of Second Award

★ Outlaw, edward c., Rear Admiral, usn, as Commander Task Groups 77.5 and 77.7, Commander Task Force 77 and Commander Carrier Division One, from November 1964 through May 1965, for supervising the formulation of procedures designed to employ most effectively naval forces in the area of operations.

★ Weymouth, ralph, Rear Admiral, usn, as Commander Iceland Sector ASW Group, from January 1965 to January 1967, for his part in the development of a new concept of antisubmarine warfare operations.

DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight . . ."

Gold Star in lieu of Second Award

★ DeCamp, Dwight E., Commander, usn, as strike flight leader of eight A1H aircraft on 11 Feb 1965. CDR DeCamp launched from uss *Ranger* (CVA 61) against an enemy target at Chanh Hoa, North Vietnam. Despite adverse weather and intense and accurate antiaircraft fire, he led his flight to the target and into a glide bombing attack. The bombs exploded within the target area, starting numerous fires. CDR DeCamp retired, rendezvoused and returned his flight undamaged to the carrier.

Gold Star in lieu of Second Award

★ Hessom, Robert C., Commander, usn, posthumously, as the flight leader of an 11-plane A1 *Skyraider* force against the Phu Van Army Complex in North Vietnam on 19 Mar 1965. CDR Hessom maneuvered his flight into a precision bombing attack, destroying approximately 40 barracks and storage buildings. He then reversed course and led a napalm attack at 100 feet against an adjacent target of 21 barracks buildings, inflicting such devastating damage that no further attacks were required. After the primary attacks, he led his force in rocket and strafing attacks against secondary targets and again inflicted heavy damage.

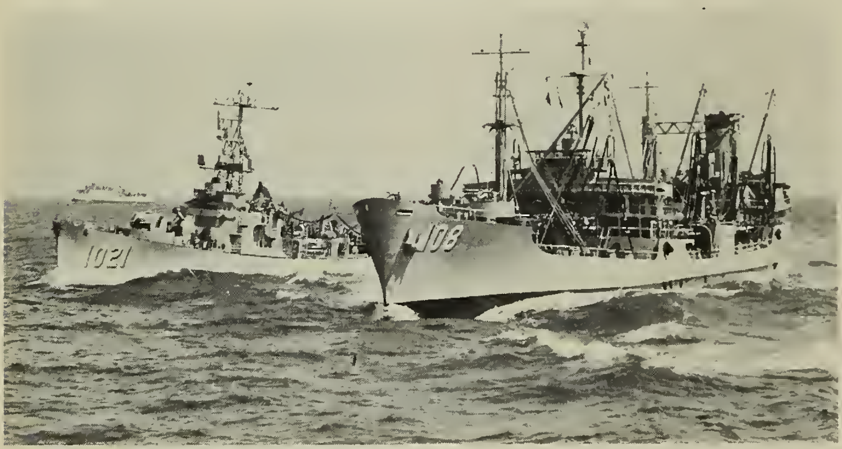
Gold Star in lieu of Third Award

★ Hessom, Robert C., Commander, usn, posthumously, during an armed road reconnaissance mission in North Vietnam on 5 Mar 1966. CDR Hessom led his flight against a bridge at a major highway intersection. While making a bombing attack in the face of heavy antiaircraft fire from the target complex, he lost his life when his aircraft exploded from a hit.

★ Jacobssen, george e., jr., Commander, usn, as flight leader of four A1H aircraft in combat with the enemy on 11 Feb 1965. CDR Jacobssen was launched from uss *Ranger* (CVA 61) for a mission against enemy targets at Chanh Hoa, North Vietnam. Despite adverse weather and intense antiaircraft fire, he led his flight into a glide-bombing attack. The bombs from his attack exploded within the target area, starting numerous large fires. CDR Jacobssen then became search and rescue commander of 16 aircraft and directed the rescue of a downed pilot from another carrier.

★ **King, Robert R., Jr.**, Commander, USN, during a combat strike against targets in North Vietnam on 22 Apr 1965. With the target area defended by one of the heaviest concentrations of antiaircraft batteries in North Vietnam, CDR King led a strike group of 11 aircraft against camouflaged enemy patrol boats and large junks hidden along a river bank near Vinh. Through his carefully considered plan of attack, the entire strike group entered the target area, delivered its attack and retired before the enemy antiaircraft defense could be brought into action. During the attack, two junks and four patrol boats were hit. CDR King's plan of attack, executed with precision under his direction, was the key to the successful accomplishment of the mission.

★ **Majors, William T.**, Lieutenant Commander, USN, as a strike section leader in an air wing strike against the Dong Phuong bridge on 27 Jun 1965. LCDR Majors, despite intense enemy antiaircraft fire, made a highly successful *Bullpup* attack against the northern span of the bridge, scoring a direct hit and helping to destroy the span. In the face of withering light and medium antiaircraft fire, he made a second attack on the bridge, directed a second *Bullpup* missile against the southern span of the structure and scored another direct hit.



DOING HER STUFF—*USS Pawcatuck* (AO 108) pulls alongside thirsty destroyer escort *USS Courtney* (DE 1021), during operations for quick topping-off.

★ **Peters, Charles H.**, Commander, USN, posthumously, during combat missions against North Vietnamese forces on 1 Jul 1966. When his plane was hit by enemy ground fire and started to burn, CDR Peters elected to fly his aircraft to the relative safety of the open sea. He succeeded in flying 140 miles over enemy territory, reaching the coast as a large fire engulfed his right wing. As he broadcast his intention to eject because of rapid loss of control, the plane went into a violent snap roll and made three turns before CDR Peters was able to eject. His intrepid action brought his accompanying aviators away from an extremely hazardous environment, sacrificing his life in his effort to protect the lives of others.

★ **Rutledge, Howard E.**, Commander, USN, for heroism and extraordinary achievement in aerial flight. By his skill, courage and devotion to duty, CDR Rutledge upheld the highest traditions of the U. S. Naval Service.

★ **Shaw, John D.**, Commander, USN, during an air strike against the Thai Nguyen Highway Bridge in North Vietnam on 17 Oct 1965. Directing and leading the strike force in a high-speed, low-level attack, CDR Shaw executed a strike plan which inflicted heavy damage to the bridge without the loss of a single aircraft, although the target was deep in hostile territory and defended by both conventional antiaircraft artillery and surface-to-air missiles.

Gold Star in lieu of Second Award

★ **Shaw, John D.**, Commander, USN, during a combat mission over North Vietnam on 13 Oct 1965. Assigned the task of destroying a truck park, CDR Shaw planned and led a 14-plane strike which proceeded according to plan despite concentrated enemy fire and the threat of surface-to-air missiles. Post-strike photography revealed a total of 15 vehicles destroyed and another 10 left burning.

Gold Star in lieu of Third Award

★ **Shaw, John D.**, Commander, USN, during an air strike against the Kep Highway Bridge in North Vietnam on 31 Oct 1965. Directing and leading the strike force in a high-speed, extremely low level attack, CDR Shaw executed a strike plan which resulted in the destruction of the bridge without the loss of a single aircraft, although the target was deep in hostile territory and was heavily defended.

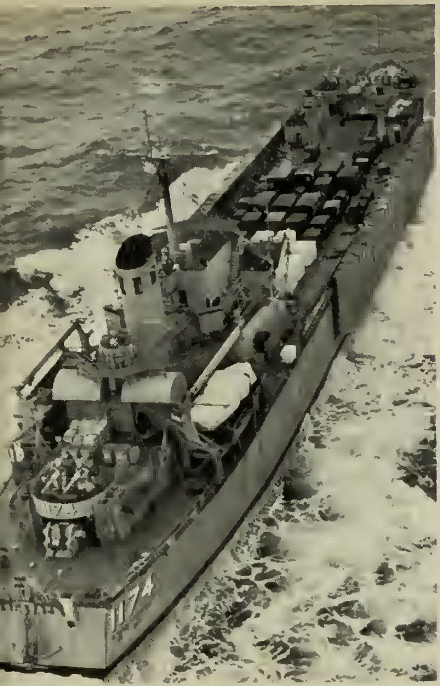
★ **Smith, Gordon H.**, Commander, USN, during a search and rescue flight deep in hostile territory on 17 Oct 1965. When notified of a downed F4B aircraft, CDR Smith proceeded to the scene, maneuvering his section through the surface-to-air missile envelope and flying over known antiaircraft positions at low altitudes en route. Two downed pilots were sighted in a nearly inaccessible location along a ridge line. Though he encountered periodic medium and light antiaircraft and continuous small arms fire, CDR Smith remained in the area for two hours and, when visual contact with the downed pilots was lost, made repeated low passes. With a low fuel state necessitating departure of the helicopter, CDR Smith made 10 or more search passes before retiring from the area, providing rear cover protection for the helicopter.

Gold Star in lieu of Second Award

★ **Smith, Gordon H.**, Commander, USN, as the flight leader of a four-aircraft night strike over North Vietnam on 16 Aug 1965. CDR Smith navigated his flight to the target area, exposed himself to enemy antiaircraft fire, descended alone and illuminated the target. He then maneuvered his aircraft directly over the target area and dropped his first bomb, which caused a large barracks building to burst into flames. Despite intense antiaircraft fire, he repeatedly led his flight in boldly executed bombing attacks, causing numerous secondary explosions and leaving the entire area on fire. Subsequent intelligence confirmed destruction of huge quantities of enemy supplies and eight large buildings, with severe damage to numerous other buildings.

Gold Star in lieu of Third Award

★ **Smith, Gordon H.**, Commander, USN, while conducting the rescue of a downed pilot deep in North Vietnam on 12 Jul 1966. CDR Smith led his section to the scene of the downed pilot. Over enemy territory for one hour against one surface-to-air missile firing, 17 MIG alerts and heavy ground fire, he calmly called for the rescue helicopter, coordinated the replacement and aerial refueling of an on-scene jet combat air patrol and pro-



vided close cover for the downed pilot. After the pilot was picked up, CDR Smith preceded the rescue element, deliberately drawing enemy ground fire upon himself so the rescue element could get out of enemy territory safely.

★ Underhill, Ross H., Lieutenant (jg), USNR, as wingman in a two-plane flight on an armed road reconnaissance and interdiction mission against military vehicles on a coastal highway in North Vietnam on 7 Apr 1965. During an attack against enemy gun emplacements, the flight leader's aircraft was severely damaged and he was forced to eject over the water within range of enemy small arms and mortar fire. LTJG Underhill summoned a rescue helicopter and additional support before making low-level rocket and strafing attacks against the coastal gun emplacements. Due to the intense automatic weapons and mortar fire, the attempt to rescue the mortally wounded pilot was unsuccessful. Upon his return to the carrier, LTJG Underhill's plane burst into flames from the antiaircraft damage.

BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operations . . ."

★ Ackerman, Richard F., Lieutenant Commander, USN, from October 1964 to February 1965 while serving with the headquarters staff, Naval Advisory Group, Military Assistance Command, Vietnam; and from March to August 1965 as Senior Naval Advisor to the Vietnamese First Naval Zone.

★ Allison, Kenneth L., Lieutenant, USN, from 14 April to 26 Dec 1965 as Senior Naval Advisor to Vietnamese River Assault Group 23. LT Allison participated in 20 combat operations in which he was subject to heavy enemy fire on numerous occasions. He worked closely in joint planning conferences with Army and Air Force personnel, and contributed greatly to the counterinsurgency effort. The Combat Distinguishing Device is authorized.

★ Barbee, William D., Hospitalman, USN, while serving with Marines in Vietnam on 11 Jul 1965. He was on a patrol near Da Nang when a mine was detonated, instantly killing the squad grenadier and wounding five other Marines. Barbee, the platoon corpsman, took charge of the situation and began to treat the casualties, under enemy small arms fire. He moved from man to man, disregarding the enemy fire and rendering medical assistance to the wounded.

★ Cannon, Lewis V., Hospitalman, USN, on 22 Feb 1966 as a corpsman with Marines. When his platoon made contact with an enemy force, Hospitalman Cannon exposed himself to the hostile fire and moved into an unprotected area to administer aid to a Marine who was seriously wounded. With composure and skill, he succeeded in stopping the bleeding. Twice more he advanced into the fire-swept field to treat two severely wounded men. He organized the evacuation of the casualties and assisted in carrying the stricken men to protected positions, undoubtedly saving their lives by his daring efforts. The Combat Distinguishing Device is authorized.

★ Fletcher, Henry M., Boatswain's Mate 1st Class, USN, from 28 April to 22 November 1965 while serving with friendly foreign forces in armed conflict against communist insurgents in Vietnam. As a gunnery advisor to River Assault Group 23, he participated in 20 combat operations in which he was repeatedly subjected to enemy fire. The Combat Distinguishing Device is authorized.

★ Sullivan, John F., Commander, USN, from 24 April to 8 Jun 1965 while serving with friendly foreign forces in armed conflict against an opposing armed force in which the United States was not a belligerent party. CDR Sullivan served as the Chief Staff Officer for Commander Amphibious Squadron 10, who, as the Commander Caribbean Ready Group, the first United States military force to arrive in the Dominican Republic, was successively Commander Naval Task Force 124, Commander Naval Task Group 124.7, and Commander Naval Task Unit 124.7.3.

★ Supczak, Richard S., Construction Electrician 3rd Class, USN, as a member of Seabee Technical Assistance Team 1104 in Vietnam on 19 Mar 1965. Petty Officer Supczak was one of six men riding in a truck when a hand grenade was thrown into the bed of the vehicle by a passerby on the street. With disregard for his own safety, he threw the grenade onto the sidewalk where it exploded 25 yards from the truck.

DUAL ROLE—*USS Intrepid* (CVS 11) steams in South China Sea in support of operations in Vietnam. *Intrepid* planes perform as ASW and attack aircraft.

TAFFRAIL TALK

WHAT DOES ICE CREAM have to do with broken-down radars, and what do these two items have to do with an AF? You can see the connection of a refrigerator ship with ice cream and also with radar equipment, but the relationship of the other two items in this triangle is not so clear.

Here's the story.

The Navy provision ship USS *Arcturus* (AF 52), homeported in Norfolk, was on her way to the Mediterranean where she is replenishing the Sixth Fleet. Six days out into the Atlantic, she suffered a radar casualty. It was in the cold, early hours of the morning, visibility was decreasing, and a fog watch had been set when the radar antenna stopped rotating. When all routine checks failed to tell the reason for the failure, two of the ship's electronics technicians scaled the swaying radar mast to investigate.

A hundred feet above the pounding sea, Third Class Radar Technician R. H. Pennington and Seaman P. C. Cumminsky discovered that an antenna wire had blown loose and caught in the antenna. The drive motor, unable to turn the antenna, had burned out.

The motor was damaged beyond repair, and there were no spare motors on board.

It was clearly a time for improvisation, and the crew of electricians and machinists went to work.

The original motor developed one horsepower at 1750 rpm. Something equivalent had to be found.

After a diligent search, Chief Petty Officers M. J. Nelson and W. W. Haver found what they needed. The source of the motor: the ship's ice cream machine.

The ice cream motor was bolted to the base of the radar platform, and the original motor, tied to the new one by a V-belt pulley, was used as the transmission unit. This insured proper alignment of all gears in the drive train.

Finally, a hood of sheet metal was constructed to protect the motor from the sea and weather. By 5:00 p.m., the radar was working again.

The ship was without ice cream for a while, but *Arcturus* was able to meet her commitments on time. Now the crew is enjoying frosted radar a la mode.

★ ★ ★

A short time ago we had occasion to mention a Deep Freeze veteran, who received a genuine, authentic, original chunk of ice from the Antarctic as his retirement present.

The retirement ceremonies of Hank Wunneburger lie some time in the future but the retirement-ice ploy would be equally applicable at that time.

Hank is a commissaryman and when he served with the wintering-over party at Byrd Station, he had his food problems. Even the dry storage items had to be defrosted. How one goes about defrosting a cup of flour, we haven't the slightest idea, but apparently Hank figured it out.

Baking constituted a series of crises for Hank and his captive diners. Cakes fell, rolls wouldn't rise and bread split.

One basic factor sustained Hank. He could be sure no unexpected guests would be dropping in.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keynotes of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

Here are a few suggestions for preparing and submitting material:

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event must be received before the first day of the month preceding the month of intended publication.

Address material to Editor, ALL HANDS, 1809 Arlington Annex, Navy Department, Washington, D.C. 20370.

• **AT RIGHT:** 'SAY AAH'—Navy technician at Ream Field, Calif., uses a portable test set to check out the Doppler Radar Navigational System in the throat of a *Sea King* copter prior to flight.

MEN OF RESPONSIBILITY

★ ALL HANDS ★

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

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AUGUST 1967

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

AUGUST 1967 Nav-Pers-O NUMBER 607

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The Chief of Naval Personnel
REAR ADMIRAL BERNARD M. STREAN, USN
The Deputy Chief of Naval Personnel
CAPTAIN JAMES G. ANDREWS, USN
Assistant Chief for Morale Services

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Ann Hanabury, **Research**
Gerald Wolff, **Reserve**

- **FRONT COVER:** SHARP SIGHT—An E2A *Hawkeye* early warning aircraft is directed to a Seventh Fleet carrier's catapult for launch. The aptly named *Hawkeye* alerts the carrier to approaching aircraft with its keen radar dome eye.

- **AT LEFT:** SEA SILHOUETTE—The guided missile destroyer *USS Cochrane* (DDG 21) makes a high-speed starboard turn into the sun as she chases a sonar contact in the South China Sea.—Photo by William Powers, PHC, USN.

- **CREDIT:** All photographs published in ALL HANDS Magazine are official Department of Defense photos unless otherwise designated.

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TO THE RESCUE—Helicopter from *USS Mars* (AFS 1) searches for the survivors from capsized fishing vessel.

Navy Comes to the

PROBABLY ONE of the more enduring themes in literature—both ancient and modern—is the rescue from danger of one person by another.

One of the reasons for the endurance of such tales, of course, is that rescues are real. They happen. And, they are often exciting.

In recent months Navymen have come to the rescue of many distressed people. The rescued are seldom fair damsels any more, but the rewards, usually consisting of a handshake and a heartfelt thank-you, are nonetheless satisfying. The disaster is rarely a dragon these days, but it can be equally challenging.

Very often a successful rescue is possible only because someone was in the right place at the right time. Someone who knew just what to do when the time came.

SUCH WAS THE CASE when a helicopter crew started out from NAS Atsugi, Japan, landing at Oshima Island with the mission to pick up Boatswain's Mate First Class James F. Comer's two-and-a-half-year-old daughter, who was ill with fever. She was to be taken to Yokosuka for treatment. The helo, it turned out, had a twofold rescue.

Boatswain Comer helped his daughter and Mrs. Comer into the aircraft and the helo was about to take off, when nearby fishermen came running toward the aircraft, asking for help. A local fisherman, Shigeru Takada, had fallen from the 60-foot cliff into the ocean. Comer ran with them to the cliff and scrambled to the bottom.

The helicopter took off and was soon hovering above the scene of the accident. There, Comer and the

STRETCHER-BEARERS—U. S. Navymen rush seriously ill Greek merchant seaman to their ship's sick bay for treatment after his transfer on the high seas.

fishermen were trying to pull Takada onto the rocks at the bottom of the cliff. They finally succeeded in getting Takada onto a rock, but not before he was pounded against the rocks by the rough surf.

At this point, Lieutenant (jg) J. G. Taylor, pilot of the helicopter, positioned the helo above the injured man, and Airman Mike J. De Andressi was lowered to the rock to retrieve him. It was a very delicate maneuver.

A few minutes later, Takada was in the helicopter, where the crew discovered he was not only unconscious, but that he had stopped breathing. The pilot landed the helicopter on a nearby landing spot while the copilot, Ensign Robert Armstrong, began artificial respiration. After about three minutes Takada began to breathe normally, and he was rushed to a local hospital. The helicopter then continued on to Yokosuka with Comer's ill daughter. Takada and the little girl are both reportedly doing fine.

Rescue

Not all rescues occur that quickly. A recent lifesaving assignment by the tank landing ship USS *Chase County* (LST 532) took considerably longer.

The Japanese fishing boat *Sumiyoshi* had been at sea for 18 days when her navigation equipment failed, and she ran aground in heavy seas on Bombay Reef, some 300 miles east of Da Nang, in the South China Sea. She sent out an SOS immediately.

Responding to *Sumiyoshi's* distress signal, another Japanese fishing vessel, *Shofuku*, moved in to help. The heavy weather hampered *Shofuku's* rescue efforts, and when a line fouled in the craft's propeller, it too ran aground.

Chase County arrived on the scene two days later. Lieutenant John W. Kinnier, commanding officer of the ship, was dismayed at what he saw. The two fishing boats were already badly broken up, the weather was getting worse, and unless the rescue could be made in some way from inside the lagoon, on

OUT OF THE SEA—Navy pilot LT R. F. Ball is one of many rescued after ditching in South China Sea. *Below:* Teamwork of *USS Sacramento* (AOE 1) crew rescued crew of freighter that hit rock and sank off the coast of Vietnam.

GOING UP—Navy team at Da Nang's Civic Action Division put up one of their 'instant' houses for burned-out family as the village children look on.

the lee side of the reef, there looked to be little chance of success.

Winds of 25 to 40 knots and 15-foot seas made immediate rescue attempts impossible. *Chase County* maneuvered up and down the reef, trying to find a way to help the two stricken craft. For two days the weather raged. The situation became desperate. Weather or not, the fishermen had to be taken off their failing perch.

In the early hours of the third day, *Chase County* lowered a small landing craft carrying seven volunteers, led by Lieutenant (jg) Charles W. Smith. They had with them a 15-man life raft. Their job: go in and get those people.

FIGHTING THEIR WAY through the towering swells and howling winds, the men moved the landing craft to within 150 yards of the fishing boats, as close as it could go and still stay off the reef. At this point, Chief Commissaryman Richard J. Kehoe and Seaman Michael J. Givens manned the raft and rowed toward the Japanese.

The other volunteers stayed with the landing craft and handled the line that was secured to the raft.

Kehoe and Givens rowed furiously, but were pushed 30 yards off course by the seas, and missed the fishing boats. They were being towed back toward the landing craft when a huge wave caught the raft at an angle and dumped Chief Kehoe overboard.

Luckily, Givens was able to grab the chief and pull him back aboard the raft.

Rowing wasn't going to do the job. LT Smith decided they would have to shoot a line over to the Japanese with the line-throwing gun. In spite of the seas, the second try was a perfect shot.

The raft set out again, crewed by Givens and Engineman Third Class Robert W. Upchurch. This time the raft had a guideline pulled by the Japanese on board the grounded vessel in addition to the retainer line handled by the men on the landing craft.

ON THE SPOT—Copter crew from NAS Atsugi, Japan, was on hand to rescue a fisherman injured in a fall.

THE FIRST TRY with this system almost did the raft in.

"I thought we were going right under the stern of that wreck," Givens said later. "I could feel the coral tearing the bottom of the raft apart. I was screaming at the fishermen to climb down the ropes, strung between the two wrecks, to the raft so that we wouldn't have to get too close. They were frightened and didn't understand what I was saying. I thought for awhile that I would have to climb up and show them. It was a tense time."

The raft finally succeeded in carrying seven of the fishermen to the landing craft.

Givens and Upchurch set out again. About halfway to the wrecks a large wave broke over the raft. Men and raft went in different directions.

"The raft had turned completely over," recalled Givens. "I couldn't see Upchurch anywhere and I thought sure he was gone. Then this big hand came sliding up over the side of the raft and he climbed in.

"He yelled, 'You aren't going to lose me.' The raft was upside down then, and we decided not to try to right it. The bottom had been chewed away and we figured we could use the top for a deck.

"We made it to the wrecks and took off 12 men this time. I think they had figured out that we wanted them to climb down the ropes to us because we didn't have nearly the trouble with that trip."

THEN what was supposed to be the last trip for the raft was launched.

"There were 10 more of the fishermen on the wreck, and we didn't expect any real trouble. Both Upchurch and I were pretty worn out by this time, but we were sure we could make it. We maneuvered the raft through the surf up to *Shofuku*. The sea was really getting bad, but we got the people aboard.

"On the way back, I felt kind of relieved. We still had a lot of work to do and things to worry about, but the big part of the job was over, and we were finally on top—we thought. Then a big wave hit and dumped two of the fishermen out of the raft.

"I could have cried. The two managed to grab a line and make it back to the wreck, but for us it meant another trip through that surf. I was so tired I couldn't think straight. They took me out of the raft when we got back to the landing craft with the remaining eight men."

Boatswain's Mate Third Class Michael A Beylotte took Givens' place for the last trip.

The final trip, with a raft that was almost completely shredded, was the longest of them all. But the two fishermen were rescued.

When the last of the Japanese fishermen had been taken aboard the landing craft, the boat battered its way through 20-foot waves back to *Chase County*. The three-day ordeal was over.

The 29 fishermen were taken to Subic Bay Naval Base, and were later picked up by another Japanese fishing vessel.

MODERN RESCUE STORIES are not always as exciting as that one, however. Sometimes they involve just plain, hard, unglamorous work.

The salvage ship USS *Opportune* (ARS 41) had such a job recently when she pulled the Colombian Navy Tug ARC *Pedro De Heredia* free. The 205-foot tug went aground near the harbor entrance at Cartagena, Colombia, while attempting to salvage another stranded tug.

Opportune was dispatched to the scene from San Juan, P. R., after the Commandant of the Colombian Navy sent a request for assistance to the U. S. Navy's Chief of Naval Operations.

During *Opportune's* salvage operation, over 100 tons of solids and liquids were offloaded from *Pedro De Heredia*. Several one-pound charges were detonated to hack away a coral barrier which held the tug. Larger charges were detonated to demolish coral formations.

Towing cables were rigged from *Opportune* to the tug's bow and quarter to facilitate wrenchings, which were made at high tide to free the tug from bottom suction.

After four days' continuous effort, the Colombian tug was worked into deep water. It then entered Cartagena under its own power.

FLEET OILERS can do more with their fueling rigs than just pump NSFO, as USS *Tolovana* (AO 64) demonstrated recently.

MAN OVERBOARD from carrier operating in Tonkin Gulf is helped into rescue collar by helicopter crewmember for lift and return to his ship.

While *Tolovana* was anchored off Acapulco, Mexico, during a routine visit, she was called upon to assist the commercial American tug *Ellen Foss*, which was en route to South Vietnam with two ferries in tow.

The tug had damaged a cylinder in her engine, and she had to have it fixed before she could continue on to South Vietnam. The replacement cylinder weighed about two tons, and was aboard *Ellen Foss*, but there were no facilities in Acapulco to hoist the damaged cylinder from the engine room, and lower the replacement.

Tolovana's skipper, Captain Carl W. Groneman, Jr., volunteered to use the oiler's fuel boom to do the heavy lifting, and a local tug pushed *Ellen Foss* alongside *Tolovana*. *Ellen Foss* got her engine fixed.

AS WE HAVE SEEN, Navy ships have special capabilities which enable them to help get people out of jams. Navymen, as well as their ships, are often called upon to bring their special knowledge and skill to bear in sticky situations.

Lieutenant Commander Maxwell Goodman, MC, USN, is a specialist in decompression procedures. One of only four men in the United States so qualified, Doctor Goodman is stationed at the Submarine Base, in Groton, Conn. He recently had to take his knowledge more than a thousand miles to help solve a rescue problem.

A civilian diver had run into trouble while he was working from an oil rig off the coast of Louisiana, at a depth of 250 feet. His equipment became entangled, and he was forced to stay beyond decompression limits before he was freed.

While another civilian diver worked to free the distressed man, Dr. Goodman was on his way to New Orleans Naval Air Station, where a Coast Guard helicopter was standing by to take him out to the drilling rig.

During the struggle to free the entangled diver, both divers reached about 300 feet. Meanwhile, the Navy doctor was having his problems getting to the scene.

A ski-equipped aircraft sought to pick up Dr. Goodman in frigid Groton, but was unable to land because the runway was covered with eight inches of snow and visibility was poor.

The State Highway Patrol escorted him to Quonset Point, R. I., where a Navy LC-130 was able to touch down. Dr. Goodman was flown to the Naval Air Station at Virginia Beach, Va. There, he boarded a Navy A6 *Intruder* jet which quickly got him to New Orleans.

During the journey, Dr. Goodman had been directing the rescue operations by radio and telephone. Both divers were finally brought up safely, and are now in good shape.

AVIATION MACHINIST'S Mate Second Class Ralph K. Hagan is fast becoming a traveling fix-it man, specializing in curing the ills of the C-130 *Hercules* aircraft for the Air Force.

It began last October, when a *Hercules* of the Air Force's Tactical Air Command landed at McChord AFB, Wash., with engine trouble. As that base has neither the equipment nor the personnel able to repair the turbo-prop aircraft, a message was issued to nearby units requesting a volunteer crew of C-130 engine specialists.

Hagan, of Air Transport Squadron

MANY THANKS—Captain of Japanese fishing craft thanks skipper of *USS Chase County* (LST 532) for daring rescue from the reef made in stormy seas.

Eight, based at Moffett Field, Calif., answered the call. The aircraft, down with a faulty pressure relief valve in the gear box, had been diverted to McChord while on a flight from Dyess AFB, Texas, to Elmendorf AFB, Alaska. The 21-year-old Hagan, heading a four-man team, set about diagnosing the problem, while a replacement engine was being flown in from Elmendorf.

Meanwhile, Hagan determined that if he removed the pressure relief valve and cleaned it, the engine would work again, and would not have to be replaced.

The Navy maintenance team made the repairs in four hours, cutting by eight hours the time the plane was down (it normally takes 12 hours to change an engine).

The highly critical engine spare was flown back to Elmendorf.

The word got around. When a *Hercules* at Tinker AFB, Okla., needed a valve housing and control change, a call was once again sent out requesting a repair team. Hagan received the call at home, and had his packed bag and replacement parts aboard an eastbound flight in no time.

Broken stud bolts were discovered to be the cause of the problem, but rather than remove the unit, Hagan and his partner figured out a way to remove the studs without having to dismantle the unit. Four hours later, the job completed, Hagan was preparing for the return trip to Moffett with the replacement valve housing he never used.

Now firmly established as an itinerant *Hercules* repairman, Hagan responded once again to a call from Tinker AFB for a maintenance volunteer to replace a C-130 prop. Hagan again saved a valuable spare by repairing the ailing propeller instead of replacing it. An unexpected job came up when the McGuire AFB-based *Hercules* bringing in a relief crew for the downed aircraft suffered a sheared starter and oil leak. Hagan got the first plane up and on its way and began work on the second, using parts that were flown in to the base by still another aircraft.

When it was over, the grateful Air Force sent Hagan home to Moffett Field on a commercial "champagne flight."

A family with no place to live certainly needs, in a manner of speaking, to be rescued. A team of four Navymen attached to Naval Support Activity Da Nang's Civic Action Division have devised a method of prefabricating houses being built for needy Vietnamese families in the Da Nang area.

The team built their own bench saw from scrap parts and is now using it to pre-cut lumber, which can be assembled into houses in short order. The latest "instant house" was built in one day.

It began when the team got a request to replace a home destroyed by fire. The structure was to house a family of six.

At nine one morning, the team arrived and began unloading the pre-cut lumber at the building site. By three that afternoon the frame of the house was up, and the siding was being nailed into place. By that evening the tin roof had been nailed in place, and cement for the inside slab was ready for mixing.

Early the next morning the team mixed the cement and soon after the house was turned over to the wide-eyed family.

The team is permanently assigned to a village in the Da Nang area. The village is their primary assignment. They live there, help the villagers build, advise on various projects, and even teach English.

When faced with a situation in which assistance to someone is necessary, many Navymen have a knack for getting others to help.

Chaplain H. L. Bergsma, of Mobile Construction Battalion 74, based in Gulfport, Miss., fits into this category.

He wrote a letter asking his friends in his former church in Cutlerville, Mich., to assist him in gathering civic action material to be delivered by his battalion to Southeast Asia as part of the Navy's people-to-people program.

The response was better than he had expected. Coordinating an effort that finally reached throughout the United States, the church accumulated over 8000 pounds of material, clothing, health items, sewing machines and cloth, and over $1600.00 in cash donations.

Another Navyman who is a good collector is Lieutenant William C. Neville, a Navy advisor to a Vietnamese junk group. He recently found himself knee-deep in packages containing clothing.

Neville wrote a letter to his home town newspaper in Newburgh, N. Y., requesting clothing for Vietnamese families of Phu Thuan village, a small hamlet adjoining Junk Base 12.

In response, numerous committees were organized, and drives were initiated to mail the hundreds of pounds of clothing in support of the project.

As the parcels arrived, they were forwarded to the junk base and, with the assistance of other American advisors and the Vietnamese Navymen, the clothing was distributed to the needy villagers.

ONE OF THE more unusual rescue missions undertaken by a Navy unit ended early this year when the dock landing ship USS *Comstock* (LSD 19) dropped anchor in Hong Kong harbor and unloaded her cargo —a junk belonging to a communist Chinese fisherman.

The junk and its crewmembers were from the island of Hainan, a few miles due south of the Chinese communist mainland in the Gulf of Tonkin.

During a fishing trip, it was caught in a storm, lost its rudder, and was thrown far off course by the wind. It finally wound up off the coast of Nha Trang, South Vietnam.

The junk was brought into the harbor by U. S. and Vietnamese Navymen, who provided its crew with food, medical attention and a place to stay while their junk was being repaired.

Now, the question was how to get the junk back where it came from. The weather was going to be a problem. While southern portions of South Vietnam were enjoying the calm weather following the monsoon season, locations further north had just the opposite.

SPECIAL DELIVERY—*USS Comstock* (LSD 19) offloads a Chinese junk after safe delivery to Hong Kong.

The Chinese fishermen explained it would probably take them a month or more to sail the junk back home. Numerous ideas and suggestions as to how to return the junk flowed from various sources.

One of the first ideas considered was for a Navy Fleet tug to take the junk in tow. This solution was discarded because it would take too long.

It was finally decided to airlift the fishermen to Hong Kong, where they would be returned to their families with the help of the Red Cross and the British authorities. As for the junk, it would have to take a ride on a U. S. Navy ship.

AT THE TIME, *Comstock* was in Japan having her helicopter flight deck removed in preparation for moving some large cargo from one point to another in South Vietnam. It was decided that since *Comstock* would be in the area and could accommodate the junk, she would take the vessel to Hong Kong.

Comstock arrived in Nha Trang harbor, and the task of loading the junk aboard began. It took 12 hours, but the 150-ton craft was finally loaded aboard and made ready for sea.

The next day, *Comstock* steamed out of the harbor into the choppy waters of the South China Sea. After a hairy four-day trip, *Comstock* arrived in Hong Kong—her unusual cargo intact.

Which proves that, no matter who you are, if you're in bad trouble, or you need a helping hand, the U. S. Navy is good to have around.

—Jim Teague, JO1, USN

PULLING FRIEND SHIP—*USS Opportune* (ARS 41) uses her muscles in four-day battle to free the Colombian tug.

BOB BOBS and weaves with words which bring smiles to the faces of the crew of *USS Kitty Hawk* (CVA 63). Cameras make a record of the Hope Show as Bob says of *Kitty Hawk's* size, "I'd like to see the box that this thing came in!"

Fleet Greets

THE CAST IS star-filled, the audience energetic and the stage may be rocking and rolling in time to the music and the waves.

Such is the case as Navymen are entertained on ships at sea or at shore stations throughout the world by Hollywood and Broadway stars, entertainers and sports personalities.

The occasion may be a USO-sponsored touring show, a person-to-person visit by a popular personality or a visit by a star seeking technical advice to prepare for an upcoming movie role. Whatever the reason or occasion, the star's presence in the Fleet makes a big hit with Navymen. And, the star is treated to the most receptive and responsive audience to be found.

Many stars return repeatedly to play for Navy audiences, and it is due partly to the warm welcome they receive. Following a USO-sponsored performance aboard USS *Kitty Hawk* (CVA 63), singing star Nancy Sinatra summed up many entertainers' feeling about performing before Navymen by saying, "They're the best audience in the world. I love them all."

Most stars entertain Navymen through United Service Organizations-sponsored shows, which are

I'M HURRYING, DAHLING, exclaims Zsa Zsa Gabor as she dashes on stage at Guantanamo. *Below left:* Arthur Godfrey is highlined at sea. *Below rt:* Rex Harrison and wife Rachael visit *USS America* to perform readings for the crew.

SINGER Anita Bryant entertains aboard *USS Bennington* (CVS 20). *Rt:* John Wayne picks up "bridge talk" for upcoming movie aboard *USS Kearsarge* (CVS 33). *Below:* Nancy Sinatra visit patients in *USS Kittyhawk's* sick bay.

Stars at Sea

now in their 26th year of operation. People of the entertainment world have for many years taken time out from their busy schedules to perform for the Navyman.

Several veteran USO entertainers who performed for servicemen during World War II have signed to entertain many of those men's sons in Vietnam this year.

Leading the list is comedienne and veteran USO entertainer Martha Raye. During a show aboard USS *Cochrane* (DDG 21), Martha told the crew that, "Guys like you make an American woman glad she is."

Other stars on that long-time hit list include Edgar Bergen, Dorothy Lamour and Frances Langford.

OF ALL THE traveling shows that visit the Fleet, the Bob Hope Christmas Show remains a favorite with many Navymen. The veteran comedian takes the show on a tour of ships and shore stations each year and always succeeds in leaving thousands of sailors laughing in his wake. This past year's Hope Show included Kaye Stevens, Jerry Colonna, Carroll Baker, Anita Bryant, Joey Heatherton, Jack Jones and Les Brown and his band.

USO shows were created at the

SHEIK VISIT—Naval Air Station at Kenitra, Morrocco, welcomes Jerry Colonna. *Below:* Globetrotters form their magic circle on deck of *USS Enterprise.* Lana Turner and Hope perform duet aboard the carrier *USS Bennington.*

SINGER-ACTRESS Joi Lansing autographs dance programs for Amphibious Force sailors. *Rt:* Martha Raye boards *USS Cochrane* to entertain. *Below:* CDR Glenn Ford, USNR, receives a *Bennington* pamphlet from RADM Macpherson.

beginning of World War II to provide entertainment for servicemen and to cooperate with other organizations founded with similar aims. Since then thousands of performances have been played at sea and on shore before millions of Navymen.

The shows combine big-name stars and lesser heavenly bodies into traveling shows. Last year more than 700 entertainers gave 4000 performances to a military audience of more than three million.

THE SHOWS ARE divided into three categories: Celebrity shows, college and university groups and small professional units. The celebrity shows feature tours by top stars from the entertainment and sports worlds who donate their time and talent to perform for the serviceman. These shows are organized by combined efforts of USO and the Hollywood Overseas Committee.

Music and drama departments of colleges and universities from the U. S. compete each year to entertain overseas on USO tours. Selections are made from those colleges competing by the American Educational Theatre Association and the National Music Council. The college units present instrumental and

SEVENTH FLEET BAND is directed by Danny Kaye during show aboard *USS Kitty Hawk* (CVA 63). *Rt: The Splinters* from Northern Arizona University sing goodby to the U. S. while awaiting flight which will begin overseas USO tour.

JAZZ SINGER Ray Charles entertains aboard *USS Constellation* (CVA 64).

choral programs as well as musical comedy and dramatic offerings.

The professional variety units consist of two to seven performers. These units are paid for their services and are considered the backbone of the USO program.

Celebrities travel extensively while on tour, so don't be surprised if not all the stars on your ship or at your station are on the flag or part of the uniform.

The photographs appearing on these pages are taken from the files of ALL HANDS over the past and are but a sampling of the many visits by stars.

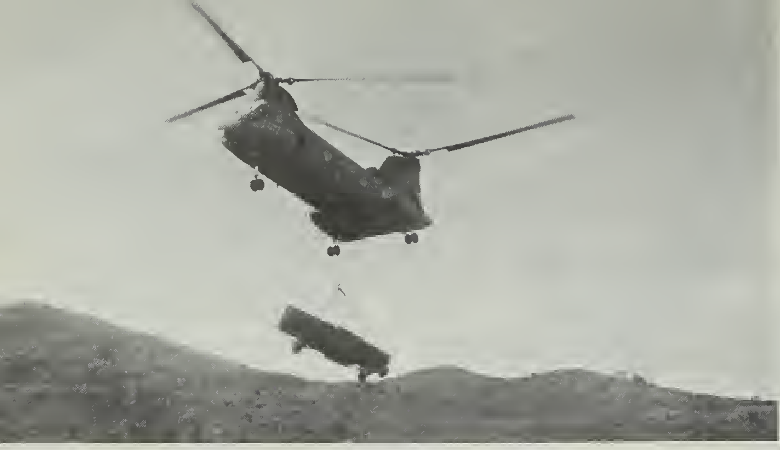
—Larry Henry, JO2, USN

DYNAMIC DUO—Singer Johnny Rivers plays his guitar as film Actress Ann Margret completes the duet as they entertain servicmen at the Saigon USO.

The following is a list of many stars, and their shows, who have performed for servicemen in the Vietnam area since May 1965. Several of the shows made the trip to Vietnam more than once during that period. The list includes 60 stars in various USO shows.

The Martha Raye Shaw
Gearge Jessel Shaw
Ray Acuff (Grand Ole Opry)
Kathleen Nalan Show
Hugh O'Brian
Eddie Fisher Show
Edgar Bergen Show
Charltan Hestan Shaw
Rabert Mitchum Shaw
Ann-Margret Shaw
Wayne Newton Show
Dean Jones Show
Danny Kaye Shaw
Big Tiny Little Show
The Jim Drury Show
Dan DeFore
Jahnny Grant's Operation Starlift
Jahn Wayne
Arthur Gadfrey
Albert Dekker
The Sue Thompson Show
The Lively Set
The Jimmy Bayd Shaw
The Roy Ragers-Dale Evons Show
Frances Langford Show
Betsy Duncan Shaw
The Handells with Francesca K
Jennifer Janes
The Clara Ward Singers
John Gavin
Ink Spats
Red Barber
The Slippery Rock String Bond
Lauis Cattrell's Dixieland Jazz Band
The Nancy Sinatro Show
The Natianal Faatball League Players
Steve Curry and the Denims
Chuck Cannors
Henry Fonda
James Garner
Marshall Thampsan
The Peytan Place Graup
The Peter Palmer Show

MISS UNIVERSE RUNNER-UP Anika Farrel sings to camera-laden *USS Ticonderoga* crew. *Center* Joe DiMaggio gives batting tips to *Enterprise* softball players. *Rt:* Actress Kathy Nolan sings to a sailor aboard *USS Bon Homme Richard.*



PACKAGE FOR SEABEES—CH-47 *Chinook* helicopter delivers weapons carrier to Seabees at BaTo construction site. *Rt:* Equipment operators harness tire and wheel assemblies for aerial delivery to one of Special Forces campsites.

Navy's Bees Sprout

Bees have wings and a stinger, and are capable of intricate construction. The Navy's bees, the Seabees, have long been known for their construction prowess, and are now giving additional sting to the Viet Cong by getting their wings.

The flying Seabees of Naval Mobile Construction Battalion Nine, Da Nang, are now attacking from the air with thousands of pounds of heavy construction equipment capable of building airstrips, carving roads and establishing bases in virtually inaccessible areas.

The Seabees' "wings" are the CH-54 *Flying Crane*, CH-47 *Chinook* and new CH-53A *Sea Stallion* helicopters. With the added lift of the helicopters, the Seabees of MCB-9 have become more mobile. Added mobility aided them in building a dirt landing strip at BaTo in six and one-half weeks, but it first posed some problems.

During the first trip to BaTo, one of the helicopters accidentally dropped its package, a 10,000-pound load of tractor wheels, into a Viet Cong-held jungle. The other 250,000 pounds of earth moving equipment used to build the airstrip was successfully delivered without mishap.

Shortly after completion, the landing strip was attacked by mortar barrage and small arms fire. However, there were no Seabee or

BUSY BEES—MCB-9 Seabees unload construction material brought to BaTo by *Caribou*, only fixed-wing aircraft which could land before there was an airstrip. *Above:* Helo crewmember rigs a back-hoe for airlift to next construction job.

HOVERING CRANE—CH-54 flying crane helicopter lands at Quang Ngai, staging area for heavy equipment deliveries to Special Forces camps. *Rt:* Navy Seabees board Australian *Caribou* to be airlifted to Green Beret camp.

Wings of Steel

Special Forces personnel injured. One of the 20 Seabee-built concrete structures at the camp received a direct hit by an 81-mm mortar shell with little resulting damage. The Special Forces team commander attributed the lack of casualties to the strong new facilities.

During the attack MCB-9 continued to move its lightweight construction equipment to the site of another proposed landing strip. CH-53A *Sea Stallion* helicopters were performing their first duty in Vietnam by lifting the equipment, and during the attack were fired upon for the first time. One of the large helicopters was damaged by machine gun fire outside the BaTo camp, but no casualties resulted. Despite the ground fire the new helicopters continued to move the equipment.

Building landing strips is not the only job for which the flying Seabees use the helicopters. The battalion, stationed at Red Beach near Da Nang, has also used the copters for transporting men and equipment to build for the Green Berets three camps. They have airlifted equipment to Quang Ngai to build warehouses and medical facilities, and flown to Phu Bai to build a 1000-man city for a Marine regiment.

As methods of fighting have changed in Vietnam, so have the methods of construction. Several Seabee battalions have adapted to this change through the use of the helicopter.

—Photos by PHC R. Dawson, USN

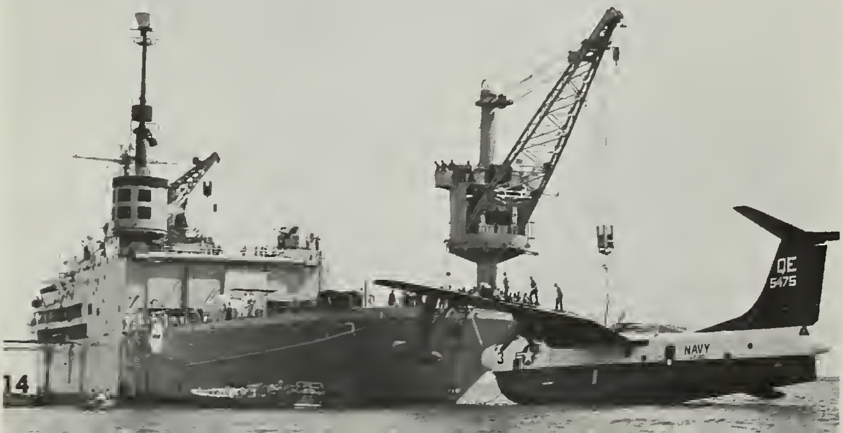
DUST CLOUDS form as *Chinook* helicopter approaches to airlift tire assembly to construction site. *Below:* New *Sea Stallion* helicopter is one of three types used by the Marines to airlift Seabee construction equipment to campsites.

Farewell to the Flying

The return of uss Currituck (AV 7) to her North Island base from a 10-month deployment in WestPac marked the end of the era of the Navy's seaplanes and the ladies who tended them.

The Navy's seaplane tenders have been mothballed in conjunction with the phasing out of the P-5 *Marlin*, the last of the operational seaplanes. Replacing the seaplanes are the landbased P-3 *Orion* patrol airplanes and similar aircraft capable of carrying more sophisticated equipment and traveling longer distances. The *Orion*, which first became operational in 1962, has advanced ASW patrol capabilities.

SAIL SOFTLY but swing a big crane must be the slogan here as *Currituck* crewmen prepare to hoist a *Marlin* to the ship's deck for needed repairs.



Patrol Squadron 40, based at Sangley Point, Cavite—the Navy's last operational seaplane airdrome—had the distinction of flying the P-5 *Marlin* seaplane's last long-range patrol mission for the Navy in May. VP 40 was operating at the time with *Currituck* in the South China Sea. Even while this final mission was being flown, other "pig boats," as the *Marlin* crews affectionately call their aircraft, were being flown from Sangley Point to Konan, Japan, for mothballing.

Seaplanes will remain in use, however, but not in Navy colors. The U. S. Coast Guard plans to continue using seaplanes to fly patrol and rescue missions.

The stories of the seaplane and the seaplane tender are inseparable even as they were inseparable in operation. It is fitting that their Navy careers end together.

The last remaining operational

seaplane tender, *Currituck*, completed her 10-month deployment with the Seventh Fleet on 24 May, when she returned to her North Island base. *Currituck* served as a forward operations seadrome for North Island-based seaplane squadrons VP-40, VP-48 and VP-50.

She was also the flagship of Commander Patrol Force Seventh Fleet, head of Operation Market Time, a coastal surveillance operation involving patrol planes and designated surface ships off South Vietnam. Operation Market Time is aimed at curtailing the flow of men and war materials to enemy forces in the South via sea supply routes. The tender-seaplane combination performed this job well, but time and technology have finally caught up with the *Marlin* and other flying boats and rendered them obsolete.

The two other operational seaplane tenders, USS *Salisbury Sound* (AV 13) and *Pine Island* (AV 12) also operated with the Seventh Fleet as forward seadromes in the Vietnam area before their decommissioning. They are now deactivated at the Puget Sound Naval Shipyard at Bremerton, Wash.

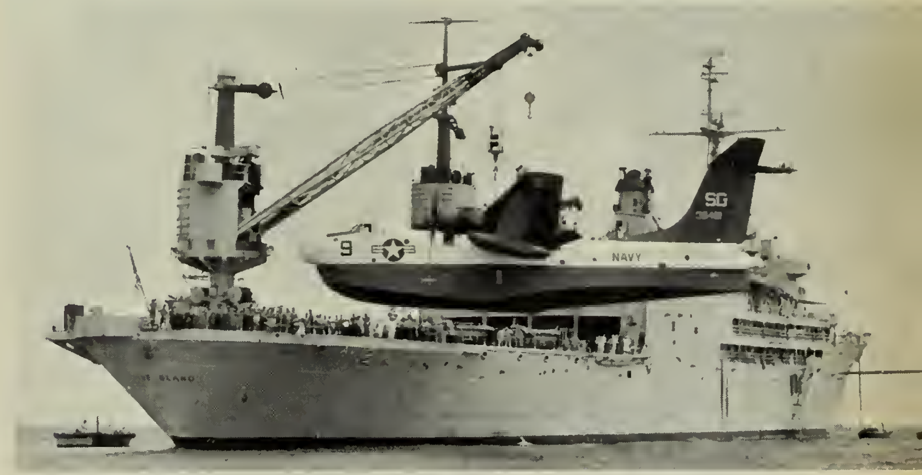
Currituck had the distinction of winning the last Battle "E" award ever given to a seaplane tender. She earned the award this year in competition with *Salisbury* and *Pine Island*.

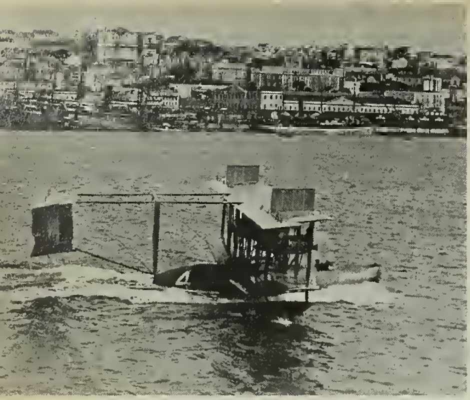
Boats

THE COMPLEMENT of a seaplane tender, like the complement of an aircraft carrier, reflected the unit's ability to operate in two mediums, air and water. All surface and air ratings coordinated their functions to carry out the tender's operational mission. Whether it was pumping JP-5 to her flock, repairing an ailing member of her brood or clearing the sealane for a takeoff, the seaplane tender and her crew combined special equipment and special skills to perform competently their job and mission.

Seaplane tenders have characteristically large cranes which are used to lift seaplanes to their decks for repairs, and although seaplanes are being mothballed, the tenders'

IT'S A BOAT, IT'S A PLANE, IT'S a seaplane. The versatile seaplane has served the Navy well in many capacities since the birth of naval aviation.


GOING DOWN—*USS Pine Island* returns *Marlin* to duty after repairs. Below: *Salisbury Sound* tends flock of *Marlins* during Operation Market Time.



FIRST transatlantic crossing made in 1919 by Navy seaplane NC-4.

THE THIRD plane purchased by the Navy was this Wright B-1.

VP4 BOMBERS drop bombs during WWI.

Rt:* WW II OS2N-1 is lowered onto catapult aboard *USS Pasadena.

special naval architectural style will remain in the Fleet. But not as seaplane tenders.

Several tenders have been overhauled for other jobs, such as USS *Rehoboth* (AGS 50), originally commissioned as a seaplane tender in 1944 and converted to a survey ship in 1947; USS *Albemarle* (AV 5) was converted and renamed *Corpus Christi Bay* (T ARVH 1), and now operates as an Army aeronautical maintenance ship; *Norton Sound* (AVM 1), a guided missile ship; and *Valcour* (AVP 55) which is used as flagship for Commander Middle East. These are representative of several classes of ships, originally commissioned as seaplane tenders, which have been converted for other jobs.

Altogether, 40 seaplane tenders serviced the flying boats. These tenders represented six different classes of ships.

The history of seaplanes and seaplane tenders actually goes back to the birth of naval aviation. In the seaplane's case, the bird came before the egg.

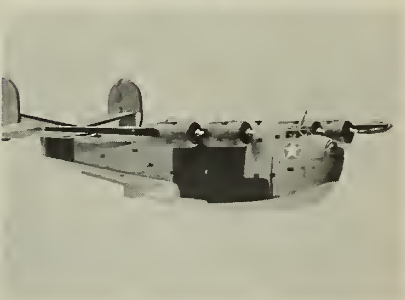
The Navy's first airplane, the A-1, was an amphibian equipped with floats making it a type of seaplane. It was purchased on 8 May 1911, which has since been adopted as the official birthday of naval aviation. The A-1 had a metal-tipped propeller and was designed to fly at 45 miles per hour.

Before the introduction of seaplanes such as the A-1, Eugene Ely had proven the feasibility of using land-type planes aboard ship, but the seaplane was yet another logical path of development. It could go with the fleet, take off on a mission and return to its mother ship.

In 1912 a flying boat, an airplane capable of landing and taking off only on water, was tested by Lieutenant T. G. Ellyson. It was successful and attained a speed of 59.4 miles per hour. But more important, it demonstrated that a combination boat and airplane could work.

World War I stimulated the growth of aviation in the Navy. In

WORLD WAR II VETS—Pair of PBM-5S2 *Mariners* fly in formation. *Below left:* Famous PBY *Catalina* performed many rescues. *Below rt:* PB2Y3 Coronado.



THE MARLIN—A *Marlin* flies low over junk during patrol mission. *Rt:* Preparing to enter water at Sangley Point.

April 1917, the Navy possessed 51 seaplanes and three land-type planes. By November 1918, the number had grown to 1965 seaplanes and 242 land planes, as the Navy came to realize the potential of the floating aircraft.

During World War I, antisubmarine warfare was the primary consideration of naval aviation, and the seaplane was ideal for this task. The war also advanced technology, and the seaplanes continued to grow in importance and capabilities. The end product of World War I development of seaplanes was the NC-boats. This type of seaplane was capable of greater ranges, and one such craft, NC-4, made a transatlantic flight, the first by any aircraft.

FLEXIBILITY and importance of seaplanes received an additional boost when they were introduced aboard battleships and cruisers in the 1920s. A revolving catapult was developed, enabling a seaplane to be launched from a ship's deck. This technique was used aboard battleships and cruisers throughout WW II.

The true worth of the seaplane was amplified, however, by World War II. Such seaplane names as *Catalina, Mariner, Coronado* and *Mars* will long be remembered by Navymen for their varied roles in that war. Seaplanes were used for bombing, strafing, patrol missions, photo reconnaissance, antisubmarine warfare and carrying cargo.

They also made many at-sea rescues. They were able to perform in an area which had no airstrip, and with the addition of the first seaplane tender in 1921, could be repaired and serviced at sea. This aided personnel operating in remote and virtually inaccessible regions.

The addition of the seaplane tenders with the variety of services they could perform gave the seaplanes the versatility required to enable them to remain in service for so many years. There have been many variations of seaplanes throughout this type of aircraft's long history, but with the decommissioning of the last three tenders, *Currituck, Salisbury Sound* and *Pine Island,* the era of the seaplane comes to an end.

The Navy planes which used the sea as their runways, and the ships which serviced them are gone, but their service and deeds will long remain a part of naval history.

—Larry Henry, JO2, USN

Orion and Neptune Carry On Tradition of Navy's Patrol Aircraft

The SP2H *Neptune* patrol plane (left) and the P3 *Orion* (right) are two multipurpose aircraft which are relieving the older seaplanes. The *Orion* is equipped with electronic detection devices and armed with antisubmarine weapons. It is the Navy's most advanced long-range patrol aircraft. The *Neptune* is shown flying low over a Vietnamese junk while on a Market Time surveillance patrol south of Vung Tau.

BEACH BOYS—An LCU returns from landing troops on the beach. *Below: USS Mansfield* (DD 728) is fired on by the Viet Cong as the destroyer shells shore.

DATE

THE NAVAL AIR arms of Carrier Air Wings Five and Nineteen have hammered North Vietnam supply routes and industrial sites almost continuously since the end of the lunar New Year.

Bombed heaviest have been bridges, cargo barges, and railroad sidings.

At the time of the bombings, the wings were made up of VA 93, 94 and 115 with CAW 5, and VA 192 and 195 and VF 191 with CAW 19. CAW 5 flew off the deck of the attack carrier USS *Hancock* (CVA 19), while the nuclear carrier *Enterprise* (CVAN 65) and attack carrier *Kitty Hawk* (CVA 63) served as home base for CAW 19.

In recent action, *Enterprise* pilots, flying A6 all-weather *Intruders*, struck the Thai Nguyen steel fabrication plant located 35 miles north of Hanoi. They reported their mission a success.

Elsewhere, A4 *Skyhawks* of CAW 19 destroyed a bypass bridge with 500-pound bombs 33 miles north of Vinh. They also blasted bunkers five miles north of the Demilitarized Zone.

Hancock pilots, meanwhile, struck a major highway bridge 17 miles south-southeast of Dong Hoi. The A1 *Skyraiders* used 250-pound bombs to damage both approaches to the causeway.

Kitty Hawk pilots concentrated on the Sam Son military barracks nine miles southeast of Thanh Hoa. They also pounded a radar site 48 miles east of Haiphong with their 2.75-inch rockets.

A TYPICAL ASSESSMENT of bomb damage for the day as reported by wing pilots listed five buildings at a military facility damaged; a river ford, four bridges, and a radar site damaged; one supply route, two road segments, a supply ferry landing, three bridge approaches and 500 feet of railroad track interdicted; one truck destroyed, five damaged; two tugs destroyed; nine water craft destroyed, 19 damaged.

Harassment and destruction of waterborne craft off the coast of North Vietnam has kept Seventh

OVER THE DRINK—Navy jets refuel from A3B tanker off *USS Kitty Hawk* after bombing mission over North Vietnam.

LINE: VIETNAM

Fleet units active in their Sea Dragon operations.

The destroyer USS *O'Brien* (DD 725) took six supply craft under fire recently, destroying two and damaging three. Earlier, she had joined her sister ship *Allen M. Sumner* (DD 692) in destroying five cargo barges and firing on coastal segments of Route 1. The road was reported heavily damaged in two places.

Meanwhile, an enemy shore battery scored a hit on the destroyer *Turner Joy* (DD 951). Although damage was slight—a one and a half-foot-hole in the rear part of the main deck—one crewman received a minor injury when he was hit by a piece of shrapnel that pierced the ship's deckhouse.

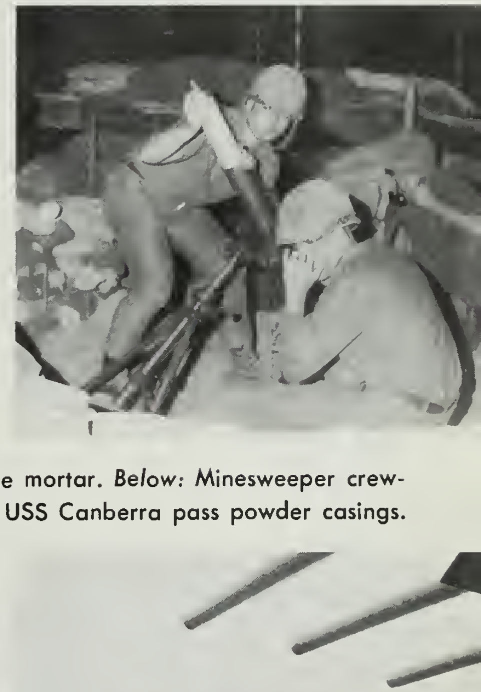
The destroyer returned the fire ashore, but was unable to assess the damage caused by her 5-inch guns.

A few days later, in the same vicinity, *Turner Joy* sank a 60-foot cargo craft. Then, in company with the destroyer *Duncan* (DDR 874), she turned her 5-inchers on a group of 30 barges in a river near Dong Hoi. The ships' shells destroyed eight and damaged 17 of the craft.

MUCH OF THIS same type action took place south of the 17th parallel.

In the I Corps, uppermost region of South Vietnam, USS *Providence* (CLG 6) shelled enemy assembly areas, supply routes and bunkers. The cruiser's 6-inch projectiles caused two secondary explosions at an enemy headquarters just 17 miles south-southeast of Da Nang.

This same area was pounded by the 5-inch guns of USS *Shelton* (DD 790) which accounted for five enemy killed, 36 emplacements destroyed or damaged; eight trenches, four bunkers and four roads damaged. Two days earlier, this Seventh Fleet destroyer gave the enemy an equally



ON THE JOB—Seabees of MCB Five fire mortar. *Below:* Minesweeper crewmember readies pig. *Rt:* Cruisermen of USS Canberra pass powder casings.

D-DAY LIFT OFF—copter leaves LPH to land troops for vertical assault on VC.

severe pounding by knocking out 26 hidden emplacements.

Alongside U. S. destroyers in I Corps waters was the Australian guided missile destroyer HMAS *Hobart.* She is credited with destroying and damaging many of the enemy's emplacements and bunkers.

After completing one harassment assignment, *Hobart* was called upon to hit enemy troops attacking an observation post. The Australians answered the emergency and killed 15 of the enemy as they retreated. *Hobart* also fired her guns in support of Operation Pershing. Her targets were assembly areas and infiltration routes. She destroyed two emplacements and damaged 10, destroyed two bunkers, and caused a secondary explosion.

The only action reported in the II Corps during this time was that of *Shelton's* guns fired in support of U. S. ground troops. She blasted assembly areas, supply and infiltration routes and a base camp 17 miles north-northwest of Bong Son. Using 5-inch, high explosive projectiles, the destroyer leveled 50 emplacements and damaged another 67.

FURTHER SOUTH, in the III Corps, an enemy camp was completely erased by the destroyer *McKean* (DD 784). Her shelling caused two major secondary explosions and 13 minor ones. All that remained of the camp was billowing, yellow smoke.

Fire also erupted 12 miles northeast of Vung Tau when the inshore fire support ship *Carronade* (IFS 1) attacked enemy positions. One storage area was observed burning for 16 hours.

In the IV Corps sector was the destroyer *McCaffery* (DD 860) which provided harassment and interdiction support during Operation Pepper Bush II. The DD also turned her guns on enemy positions 20 miles east-southeast of Phu Vinh and reportedly knocked out five emplacements. *McCaffery's* shelling also started several fires in the enemy's camp.

Taking a break in April from her support role was the medium landing rocket ship USS *White River* (LSMR 536). This tour, her third off the coast of South Vietnam, began in May 1966. Since then, *White River's* 5-inch rockets and 40-mm guns accounted for nearly 6000 enemy emplacements destroyed or damaged. She also scored on 53 bunkers and 207 sampans, and is credited with 218 enemy troops killed. Her major assignments included the amphibious landing operations Deckhouse VI and Beacon Hill I.

MEANWHILE, Game Warden and Market Time units continued in their efforts to curtail VC and North Vietnamese coastal and river activities.

Four patrol boats on the Mekong River aided a Vietnamese outpost under enemy attack 115 miles west of Saigon. The PBRs arrived on the

CRAFTY LANDING—MCB Nine Seabees disembark from landing craft to construct housing (rt.) in Mekong Delta.

NAVY DELIVERS Army 175-mm howitzers to Dong Ha where they will give fire support for U. S. Marine operations.

scene about midnight and immediately came under automatic weapons fire from the beach. The Navymen returned the fire, pouring 50-caliber machine gun and 40-mm grenade rounds on the enemy positions. After more than an hour and a half of exchanging fire, the VC broke up their attack, retreated, and the outpost was secure.

Other Market Time units, patrolling off the coast of Vietnam, inspected, or boarded and searched more than 2200 vessels in one day. Fourteen persons were detained for further questioning.

Along the Mekong Delta and Rung Sat Special Zone, Operation Game Warden crews probed through nearly 1800 craft. The river units held 44 persons for investigation by South Vietnamese officials.

Among many behind-the-scene reports that come from Vietnam is one which typifies the teamwork going on there. It involves not only U. S. service forces, but that of the Australian Navy as well.

It began when an eight-year-old Vietnamese boy was seriously injured after falling against the flywheel of the engine in his father's fishing boat.

First to answer the call for medical help was the Australian destroyer *Hobart,* operating nearby on a gunfire mission.

Both the youngster and his father were taken aboard *Hobart* where the ship's surgeon stitched the boy's lacerations.

Hobart, meantime, had requested an emergency MedEvac from other units in the area. The tank leading ship *Washtenaw County* (LST 1166) relayed the message to a Marine group ashore which, in turn, summoned an Army helicopter to the scene.

While all this was happening, the Coast Guard patrol boat USCG *Point Orient* made her way alongside the fishing craft and transferred the twosome from *Hobart* to *Washtenaw County.* From there, the fisherman and his son were flown to medical facilities in Quang Ngai. The ordeal took less than one hour.

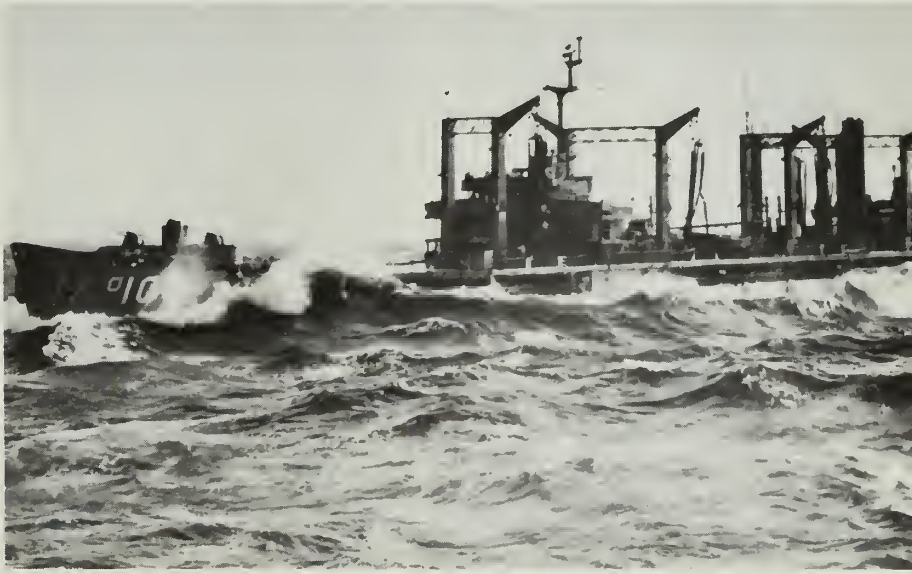
At about the same time, the Navy's hospital ship facilities were being doubled: USS *Sanctuary* (AH 17) began her first tour in South Vietnam.

The newly recommissioned ship (November 1966) arrived in Da Nang early one morning in mid-April from her home port, Alameda, Calif. The following day, helicopters began delivering her first patients.

Little time had been lost before she joined the hospital ship *Repose* in providing a haven for combat wounded. Not since World War II, when *Sanctuary* spent 13 months in the South Pacific, had war casualties lain in her wards.

Those 20 wards hold 750 beds. She also has four operating rooms, three X-ray units, laboratory facilities and a pharmacy. In addition, *Sanctuary* is equipped with a frozen blood bank, an artificial heart and kidney, and ultrasonic diagnostic equipment—among the most modern medical aids in Vietnam today.

'SURF'S UP'—Seventh Fleet oiler *USS Navasota* makes delivery in heavy seas.



WHERE IT COUNTS—Navy ships off Vietnam receive needed supplies and ammunition from the Service Force Pacific.

LIFE LINE OF THE

OFFICIALLY SPEAKING, the Service Force Pacific is celebrating its 25th anniversary this year, but its origins go back much further than that.

People who know about such things consider as one of its predecessors the "train" which supported the Great White Fleet in its cruise around the world in 1907.

At the time, the enterprise was considered to be one of frightening magnitude. It required that 20 ships (16 battleships, four auxiliaries) and 14,000 men travel 46,000 miles. The organization and logistics involved were staggering to the imagination.

SEA KNIGHT helos prepare to hook stores from *USS Sacramento* (AOE 1) for vertical lift to waiting customer.

Since that time, much has been learned concerning these two points.

Today, Service Force Pacific is engaged in supporting on a continuing basis the U. S. Pacific Fleet, consisting of hundreds of ships and hundreds of thousands of men. Service Force Pacific itself is much larger than the entire Great White Fleet, consisting as it does of more than 46,000 men, 117 ships and 13 shore activities. The job it does is not of frightening magnitude, nor does it stagger the imagination. It's all done so smoothly that it's considered routine.

At the time of the Great White Fleet, it would seem no one in authority had considered that the coal-burning battleships of the Fleet would need replenishment. As a result, nearly 75 per cent of the coal needed for the voyage had to be obtained from foreign sources—on the road, so to speak.

BY THE TIME of World War I we had progressed somewhat in our understanding of logistics. USS *Maumee* (AO 2), commissioned in 1916, was stationed in mid-Atlantic and, by 5 Jul 1917, had fueled 34 Britain-bound destroyers.

(*Maumee* was our first large diesel-powered ship. In 1914, a promising young submarine lieutenant, Chester W. Nimitz, had been selected to take training in Germany and then supervise the building of the engines in the New York Navy Yard. On her commissioning in 1916, this same officer, by now a commander, became her executive and engineering officer.)

Today, failure to provide any of the basics, of which fuel is merely an example, is so far from a likelihood as to be almost incomprehensible to the men who use these basics.

It's all taken for granted. The Service Force Pacific is now concerned with the finer details of the operation—trimming a few seconds off the record for replenishment, an ice plant to Chu Lai, Handclasp supplies to Vietnamese villagers—rather than the operation itself.

APPLES TO NUTS—Combat stores are highlined from *USS Mars (AFS 1)* to *USS Coral Sea* (CVA 43) off Vietnam.

PACIFIC

This proficiency in concept, planning and operation did not spring into existence overnight. It grew from such experiences as the travels (and travails) of the Great White Fleet.

Here's an exceedingly brief summary of how the Service Force Pacific achieved its present-day skills, and what it is now doing.

During World War I, the work of mobile destroyer tenders at Queenstown, Ireland, in support of U. S. naval forces operating with the British Grand Fleet, confirmed the importance of floating support facilities and opened the door for future advances in mobile logistic support.

Three years after the end of WW I, the Fleet Base Force, forerunner of the present Service Force, was formed. It consisted of oilers, fresh and frozen food ships, repair ships, fleet tugs and target repair ships.

It was this group that made the first contribution to modern underway replenishment techniques.

The oiler USS *Cuyama* (AO 3) performed one of the first alongside underway refuelings of another ship on 11 Jan 1924. *Cuyama* fueled the light cruiser USS *Omaha* and the minesweepers *Kingfisher* and *Tern* in calm seas with *Cuyama* towing *Omaha* at four knots.

In 1925, the operating force of the Navy consisted of 234 ships. Of these, 75 were support vessels of the Fleet Base Force. By 1940, the Navy had grown to 344 combatants and 120 service ships.

With the advent of World War II, the U. S. Navy in the Pacific was required to operate thousands of miles from the continental U. S. Logistic planning and techniques were, of necessity, developed to a fine art.

When the Fleet moved, so did huge numbers of mobile logistic support ships and craft.

Underway replenishment became an accepted routine—a tactic which kept the Fleet on the go for long periods of time.

ONE STOP SHOPPING by *Enterprise* and *Bainbridge* as they refuel and replenish from *USS Sacramento* (AOE 1). *Below: USS Hancock* takes her turn.

By August 1945 the Service Force totaled 2930 ships and craft which supplied the largest Navy the world had ever seen and one which was spread across the entire Pacific Ocean.

In the early 1950s, the Service Force was called again to supply the U. S. Fleet which was operating far from the shores of the U. S. However, the distance from Korea to the nearest supply bases in Japan was only 200 miles, although from there it was another 5000 miles to the United States.

Today, in the Vietnam conflict the supply lines extend some 6300 miles from the United States to bases in the Philippines and an additional 700 to 1000 miles to Vietnam itself.

In Vietnam, the contributions of the Service Force have included:

- Furnishing underway logistic services, repairs and supplies to the forces afloat of the Seventh Fleet from Service Force mobile logistic support ships.
- Salvage of ships aground and clearance of damaged ships and other obstructions from the rivers.
- Treatment of wounded at the hospital ashore at Da Nang and afloat in the hospital ship USS *Repose* (AH 16).
- Hydrographic surveys and production of charts.
- Establishment of communication channels between the operating forces afloat and communications stations ashore through use of a satellite.
- Support of U. S. and other fighting forces ashore in the I Corps tactical zone of Vietnam through the Da Nang Naval Support Activity and its facilities at Chu Lai, Hue, Phu Bai and Dong Ha.
- Development of bases along the coast and the rivers in the Mekong Delta region and the provision of supplies, repair services and other logistic support to naval forces in the II, III and IV Corps areas by the Saigon Naval Support Activity and its detachments.
- Construction of airfields, port facilities and camps, amounting to

TIME SAVING underway replenishment is demonstrated by *USS Mars* and *USS Yorktown* (CVS 10). *Below: USS Hornet* crewmen receive load of bombs.

more than one million dollars of combat construction per week, by the Seabees.

- Providing ship repairs, supplies, ammunition and other services in the Philippines and Guam.
- As might be expected, the demand for ordnance has increased at an extraordinary rate. Ammunition ships now transfer as much as 11,000 tons of ammunition per month.

IN SHORT, the scope and tempo of operations by the Service Force in Vietnam have only been exceeded during the World War II years of 1944 and 1945.

To keep up with these demands, Service Force personnel has been increased by approximately 40 per cent during the last year and more than 20 ships have been added since early 1965.

Since World War II, the concept and techniques used to provide logistic support have continuously advanced. For instance, vertical replenishment by helicopters, the ram-tension highline and the fast automatic shuttle transfer for the speedier delivery of missiles have all been developed since that time.

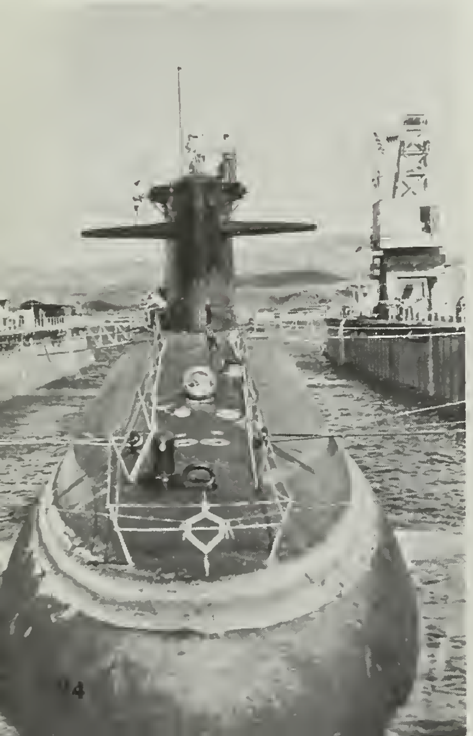
The Service Force has acquired two multiproduct replenishment ships—USS *Sacramento* (AOE 1) and *Mars* (AFS 1) within the last three years. They are designed to provide one-stop service in a variety of products.

However, for the most part, the 117 ships in the Service Force today have seen action in World War II. Only 11 ships now serving with the Force have been built since 1945. Two oilers, USS *Cimarron* (AO 22) and *Platte* (AO 24) are among the oldest ships in the Navy. Both were commissioned in 1939 and have been on continuous active duty ever since.

Two of the World War II ships, the gasoline tanker USS *Genesee* (AOG 8) and the landing craft repair ship *Krishna* (ARL 38), have won the Navy Unit Commendation for their work in Vietnam.

Two other Service Force units have also earned the award—USS *Pyro* (AE 24) commissioned in 1956, and the Naval Support Activity Da Nang, activated in October 1965.

SERVICE FORCE facilities keep ships at full operating effectiveness. Here, *USS Tecumseh* (SSBN 628) enters drydock at Guam. *Rt:* Refueling in any kind of sea is demonstrated by *USS Chemung* (AO 30) and *USS Hooper* (DE 1026).



ON THE MOVE—Navy doctor Glick quickly prepares for surgery. *Rt: He* passes a comforting word to a patient.

Destroyer Doctor

Doctor (Lieutenant) John L. Glick, USN, was a blur of motion as he moved from patient to patient, making examinations and issuing orders to the many corpsmen on hand to assist.

Minutes before, LT Glick had been making his rounds in the sick bay aboard the destroyer USS *Collett* (DD 730). Word was passed over the ship's public address system for the medical officer to report to the flight deck for helo transfer to the guided missile cruiser USS *Canberra* (CAG 2). As LT Glick grabbed his medical bag and headed aft, he knew he was in for a busy night.

Earlier that afternoon the destroyer USS *Keppler* (DD 765) had taken a direct hit from a North Vietnamese shore battery, which wounded six men. The two destroyers were with Seventh Fleet ships in Operation Sea Dragon.

Due to limited medical facilities about *Keppler,* the wounded had been transferred to *Canberra.*

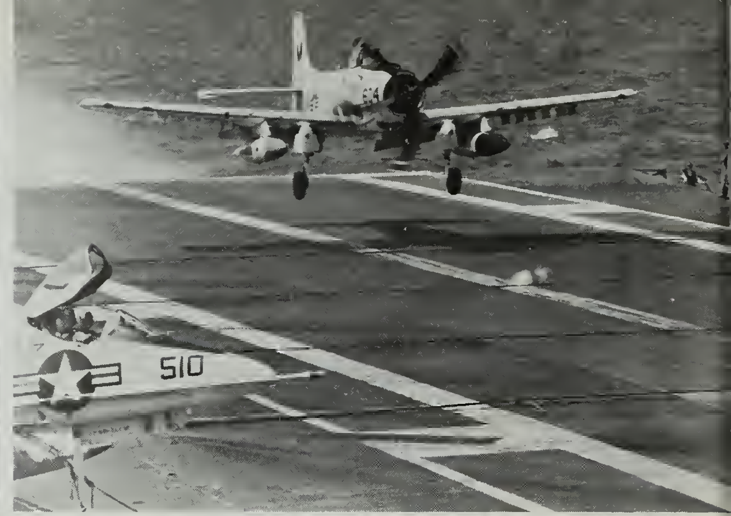
In the meantime, a request was sent to Destroyer Squadron 92, embarked in *Collett,* to provide its doctor to aid in the emergency. Within minutes LT Glick was airborne and on his way.

In a medical manner developed through training and experience, LT Glick, and two other Navy doctors, moved from man to man. As the wounded were being treated, decisions were made as to which men would be evacuated later that night for further treatment.

The following day, LT Glick returned to his own ship to carry on his routine medical duties.

—Story by Bill Case, JOC, USN
—Photos by R. Moeser, JOC, USN

MEDICAL MAN—LT Glick confers with another Navy doctor, checks flow of blood, and (above) calls for transfusion.



SMALL TANKER—*Spad* refuels faster jet in one of its many jobs. *Rt:* *Spad* touches down after completing its mission.

Ask the Man Who

BEFORE ENROLLING in college, Lieutenant (jg) George Duskin had a job as a truck driver. Sitting behind the wheel of his semitrailer rig, he would hear planes buzzing overhead, and suddenly the cab would be a cockpit. It was a continuous dream through his school years and part-time jobs, until he pinned on a set of Navy wings.

On 7 May 1965, after completing college and pilot training, LTJG Duskin became a Navy flier. He climbed into the cockpit of an A-1 *Skyraider*, more commonly known as a *Spad*, and took his first flight. He's been flying them ever since.

"I always wanted to fly a *Spad*," he says. "When I first went up I was too excited to think. But after I calmed down I realized that everything I had heard about the *Spad* was true. It was great."

LTJG Duskin is now serving with Attack Squadron 52 (VA 52) aboard USS *Ticonderoga* (CVA 14) in Vietnam.

The propeller-driven *Skyraider* he flies derived its nickname of "*Spad*" from its resemblance to the World War I aircraft of the same name. It is the oldest attack aircraft in use in Vietnam and has been out of production since 1957. Yet, despite its age, the *Spad* and the men who fly it are doing as well in Vietnam as they did in Korea and World War II.

The *Skyraider* can be modified for half a dozen different missions without leaving the hangar deck. One day LTJG Duskin may fly reconnaissance or rescue cover missions. The next day or night, attacks may be made on enemy installations. The plane's versatility goes unquestioned.

Navy *Spad* pilots in Vietnam have contributed a number of har-

ALL SYSTEMS GO—Sign language is used by catapult crew to ready *Skyraider* launch. *Rt:* Three VA-52 *Skyraiders* fly formation toward enemy targets in North Vietnam. Above: LTJG Duskin signals as he taxis his *Spad* for takeoff.

rowing and courageous experiences to the perpetual *Spad* tradition. Their acts of valor range from shooting down the latest Soviet-built MIG fighters to crashing out of communist prison camps.

After more than 100 missions over Vietnam, LTJG Duskin has come to know and avidly believe in *Spad* tradition. "*Spad* men are the doers," says Duskin. "They are a tightly knit group—confident, courageous and a little cocky. But they have to be. You never know what's going to happen in a *Spad*.

"A *Spad* pilot is flying a plane that is several years older than its jet counterparts. He can't climb as

Flies One

high, cruise as fast, or dive as quickly, so he must compensate with fine airmanship."

As the *Spads* respond, so do the men who fly them. The pilots are responsive to the needs of their squadron and to each other. They work as one coordinated body, with each man relying on the others.

An example of this camaraderie is the freshman pilot who comes to the squadron without combat experience. Veterans like LTJG Duskin spend time with a new man, telling him of varied experiences, volunteering information and pouring out encouragement.

As for the *Spads*, their era is fast coming to an end. From 1945, when a *Spad* set the international load-carrying record, to 1950, when it flew into Korea and was heralded as "the most effective close support airplane in the world," to the versatile missions now being flown in Vietnam, the plane has been the Navy's able dog.

But now there are newer, faster aircraft that will eventually replace the *Spad*. The Vietnam conflict may be the last curtain call for this old crusader.

But *Spad* pilots like LTJG Duskin will still tell you that they'd rather fight than switch. This is the kind of spirit on which squadrons thrive. The result is the constant high performance record of *Spads* and *Spad* pilots in combat over Vietnam.

—Story by R. W. Spayd, JO3, USN
Photos by D. L. Reed, PH2, USN

ORDNANCEMEN give big push in effort to load *Spad* with 2000-pound bomb. Plane's load-carrying capability is especially suited for Vietnam conflict.

SHARING details of mission with roommate, Duskin explains maneuver with hands. *Above left:* Flight deck crew take final look before launch. *Right:* Checking flight reports aboard *USS Ticonderoga* is daily routine for Duskin.

SELF-SERVICE department of the Taiwan Navy Exchange features wide aisles and stocked shelves for easy shopping.

Navy Exchange, Taiwan

NAVAL PERSONNEL in Taiwan may be some 7000 miles from the West Coast of the United States, but there is one area on this island, one of the most beautiful in the world, which is typically American. That is the Exchange which is open to U. S. military personnel and their families.

The Navy is in charge of running this facility. During the past few years, the Navy-run operation has been increasing steadily from the standpoint of services and sales. It does a big job well.

The job of the Navy Exchange is to meet the needs of the approximately 15,000 eligible patrons of Taiwan. To do this, each of 33,000 separate items must be kept simultaneously on the shelf, in the warehouse and on order.

The problem of keeping the shelves of Taiwan's exchanges stocked is not quite the same as it would be in the States. There are no overnight deliveries of out-of-stock items. Because of the large flow of material to Vietnam, time of delivery from West Coast ports to Taiwan has increased from three to five months.

Delayed shipments, however, have not forced the closing of a single outlet. At times, an item shortage does occur When this happens the item is designated "limited" until a new shipment arrives. This action is designed to keep the item on the shelf and available to patrons as long as possible.

The Taiwan Navy Exchange in its entirety consists of a wide range of retail and service outlets. They include 15 retail stores, six gas stations, 17 cafeterias and snack bars, nine barbershops, five beauty shops, two bake shops, four tailor shops, four personal service centers, three enlisted men's clubs and three mobile canteens.

The Exchange facilities are located on Taiwan wherever there is a major U. S. military installation. The U. S. serviceman is seldom far from a retail store, barbershop, cafeteria, or whatever he needs in the line of exchange services.

These services begin on the northern shore of Taiwan at Keelung, which is the port of entry for all exchange merchandise. From there, the goods are moved south to outlets at Taipei, Taichung, Kung Kuan, Chia Yi, Tainan and Kaohsiung.

Oluanpi, approximately 300 miles away, is the terminal of the Navy Exchange island supply line on the

PHOTO CORNER—An Exchange shopper buys film at the photo counter, a popular stop for Americans who use the camera to record their stay at Taiwan.

southern tip of the island. Two offshore islands, Kinmen and Matsu, also have exchange outlets and must be kept stocked.

Taipei serves as the headquarters for the island-wide branch outlets. Normally, an exchange operates as a station activity independent of a parent store in the local area. On Taiwan, however, all orders for merchandise are passed through the main office at Taipei.

The Taiwan Navy Exchange also serves five Air Force activities. Taipei, Lin Kou and Chia Yi Air Stations and Tainan and Ching Chuan Kang Air Bases all have Navy Exchange facilities.

Although the 7000 miles separating Taiwan and the United States does at times present delivery problems, the Exchange claims to stock a wider range of goods than may be found in stateside outlets. Overseas requirements are broader in scope and the Exchange carries many items that a U. S. Exchange is not allowed to stock. As a result, the Exchange offers such items as large appliances, a wide selection of clothing, furniture and foreign goods, including cameras, watches, hi-fi equipment and jewelry.

Improvement of services has been a driving force behind the growth of the Exchange during its four years on Taiwan. During 1966, Taipei had a 66 per cent increase in sales over 1965 indicative, says the manager, of improved service. The increase, he feels, was the outcome of modernizing, enlarging or building new Exchange facilities.

At Lin Kou Air Station, a new retail store was established.

The Kaohsiung facilities have been completely remodeled.

A retail store, cafeteria, barber, laundry and dry cleaning and tailor shops were set up at Kung Kuan.

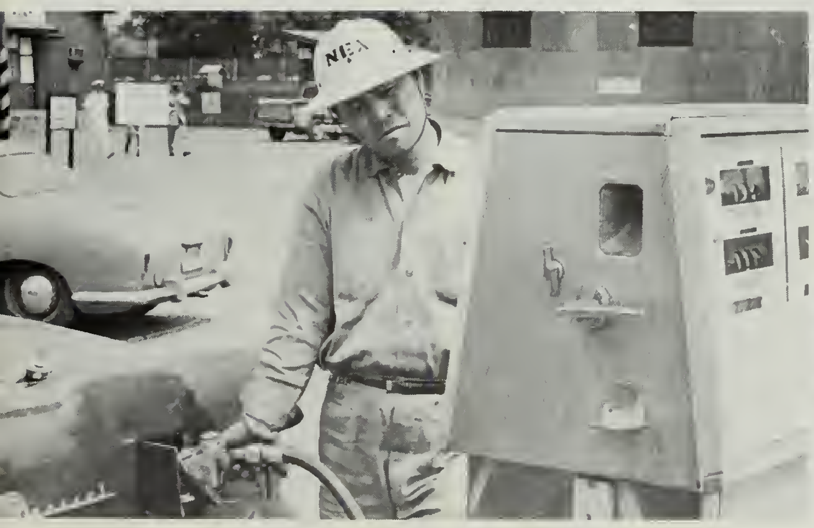
In Tainan, a warehouse was built.

At the main store in Taipei, improvements were made to offer faster service, additional merchandise and a greater convenience to patrons. The Country Store was opened to meet the needs of the Exchange community when the retail store and commissary are closed.

The growth will continue, say the Exchange people, as long as the U. S. military man and his dependents on Taiwan require services the Navy Exchange can provide.

LATEST SOUNDS from the States are available in LPs and pre-recorded tapes. *Below:* Lady shoppers look for pleasing colors in the yard-goods department.

ON THE GO—The Navy Exchange service station keeps the serviceman's car running with gasoline and oil. *Rt:* Mechanics at the service station use ready supply of spare parts to keep American cars in good running condition.



ADM Moorer Takes Helm as Chief of Naval Operations

Admiral Thomas H. Moorer, 55, has been appointed to succeed retiring Admiral David L. McDonald, 60, as Chief of Naval Operations.

ADM Moorer has held some of the Navy's toughest assignments, including the combined CinCLantFlt, CinCLant and SacLant (NATO) job he held just before he moved into the Washington headquarters.

Born in Mount Willing, Ala., on 9 Feb 1912, ADM Moorer graduated from the Naval Academy in 1933. He spent two years aboard the cruisers USS *Salt Lake City* (CL 25) and *New Orleans* (CA 32) before he became a naval aviator. (Four of the previous 17 Navy Chiefs were also aviators: FADM E. J. King, ADM F. P. Sherman, ADM G. W. Anderson, and ADM McDonald.)

ADM Moorer first flew with Fighter Squadron One-B based aboard the carriers USS *Langley* (CVL 27) and *Lexington* (CVS 16). Then he flew with VF-6 from the deck of the pre-WW II *Enterprise* (CV 6) before he switched to patrol squadrons in 1939.

When the Japanese bombed Hawaii, the admiral was a PBY *Catalina* pilot with Patrol Squadron 22 at Pearl Harbor. Shortly afterward his squadron was flying over the Southwest Pacific in defense of Australia.

It was during the Dutch East Indies campaign in mid-February 1942 that his plane was shot down in flames by Japanese aircraft off the coast of Darwin, Australia. The admiral was rescued, but later that same day the rescue ship was sunk by the enemy. Despite wounds received while engaging the enemy, he led survivors ashore. For this he was awarded the Silver Star in addition to the Purple Heart medal.

ADM Moorer also received a Presidential Unit Citation while with Patron 22, and the Distinguished Flying Cross for heroism while assigned to Patron 101 flying out of Australia.

The war in the Pacific ended for the admiral in July 1942 when he transferred to the United Kingdom as a mining observer for the U. S. Fleet Commander. However, before the year was out, he returned to the air as commanding officer of Bombing Squadron 132 which operated in Cuba and Africa from its base at Key West.

Perhaps his most demanding WW

(*Continued on page 31*)

Paul Nitze Appointed Deputy Secretary of Defense

The Honorable Paul H. Nitze, Secretary of the Navy since 1963, has moved up to the No. 2 position in the Pentagon as the Deputy Secretary of Defense, following the recent resignation of Cyrus R. Vance.

At the time this issue went to press, there was no announcement as to the selection of his replacement in the Navy's highest civilian assignment, following the tragic death in an aircraft accident of the newly appointed Secretary of the Navy, the Honorable John T. McNaughton (see next page).

Mr. Nitze, 60, takes with him into the Defense Department's second highest position some 18 years of government experience. A Harvard graduate, he worked with a New York investment banking firm before entering federal service in 1942. Between then and 1953 he held various high government assignments, including several in the State Department. In 1953 he left the government to head the Foreign Service Educational Foundation and to work in association with the Washington Center of Foreign Policy Research of the School of Advanced International Studies of Johns Hopkins University until 1961, when the

Admiral Thomas H. Moorer, USN
New Chief of Naval Operations

Admiral David L. McDonald, USN
Retiring Chief of Naval Operations

Paul H. Nitze
New Deputy Secretary of Defense

President nominated him as Assistant Secretary of Defense for International Security Affairs.

Among steps affecting personnel taken during his tenure as SecNav were increases in basic pay and allowances (both in 1964 and 1965, and work toward a future pay raise), the creation of flight deck hazardous duty pay, beneficial suggestion awards, $10,000 government life insurance, variable reenlistment bonuses, medicare and the Cold War GI Bill.

One of Mr. Nitze's primary interests was antisubmarine warfare programs. Another basic interest was the aircraft carrier. In this area, he worked for approval of the concept that nuclear propulsion was essential for future CVAs, and that a CVAN should be approved every other year.

The former Secretary also fostered a program that permits multi-year buying of ships.

A principal SecNav program was the reorganization of all bureaus under CNO. This change developed a single chain of command within the Navy Department.

SecNav-Designate McNaughton Dies in Air Crash

The nation joined the U. S. Navy and the Marine Corps in mourning the tragic death of John T. McNaughton who was killed in an airplane accident one week before he was scheduled to assume the office of Secretary of the Navy.

His wife Sarah, and their younger son Theodore, 11, also died in the crash which claimed a total of 82 lives.

Mr. McNaughton, 45, had been nominated to succeed Paul H. Nitze, Secretary of the Navy since 1963, who had been designated as Deputy Secretary of Defense.

Mr. McNaughton had earlier made his mark in public service as a close co-worker of the Secretary of Defense for nearly seven years before his appointment as SecNav.

Mr. McNaughton was born in Bicknell, Ind., on 21 Nov 1921. Following graduation from college in 1942, Mr. McNaughton served as a lieutenant, U. S. Naval Reserve. He first commanded a gun crew on a merchant ship in the Caribbean and North Atlantic and later served in a DE in the Pacific.

It was in 1951 that as a Rhodes scholar he was granted a B. Litt. degree from Oxford University, England. He had earlier earned an LL. B. degree from Harvard Law School.

Upon returning to the United States he assumed editorship of his family's newspaper, the Pekin (Ill.) *Daily Times* until 1953.

He was a law professor at Harvard when SecDef picked him in 1961 to be Deputy Assistant Secretary of Defense (Arms Control). It was his work in this field that led to his appointment as General Counsel for the Department of Defense in 1962.

John T. McNaughton

In 1964, he became Assistant Secretary of Defense for International Security Affairs.

In paying tribute to Mr. McNaughton, the President said:

"For six and one-half arduous and decisive years, John McNaughton served in the highest councils of our Government. His devoted wife served beside him.

"He was soon to become Secretary of the Navy and this adds a special poignancy to his death, for it reminds us again of the rare breadth of his abilities, the selflessness of his great energies and talents, the enormity of the loss suffered by all free men who have found pride and inspiration in John McNaughton's example."

CNO Change of Command

(Continued from page 30)

II assignment was as a gunnery and tactical officer on the staff of Commander Air Force, Atlantic. He planned and supervised the development and use of gunnery and ASW tactics, doctrines and training methods. He also supervised many experimental projects and studied enemy tactics and countermeasures. In short, he ".. . contributed materially to the combat effectiveness of aircraft in antisubmarine warfare . . ." according to the citation which accompanied the Legion of Merit he was awarded for his efforts.

From August 1945 until May 1946 ADM Moorer worked with the Strategic Bombing Survey of CNO's office engaged in interrogation of Japanese officials.

For two years thereafter he served as XO of the Naval Aviation Ordnance Test Station, Chincoteague, Va., before serving aboard the carrier USS *Midway* (CVA 41) and on the staff of Carrier Division Four in the Atlantic. He returned to the laboratory as experimental officer of the Naval Ordance Test Station, Inyokern, Calif.

In the year that followed, the admiral was a student at Naval War College, Newport, R.I., then was reassigned to the Atlantic Naval Air Force staff. As a captain in 1955, he was ordered to Washington as Aide to the Assistant Secretary of the Navy for Air. Then he returned to sea as commanding officer of the seaplane tender USS *Salisbury Sound* (AV 13), and while there was selected for the rank of rear admiral.

After donning his stars, the admiral became a special assistant in the Strategic Plans Division, Office of CNO, and later moved into the position of Assistant Chief of Naval Operations for War Gaming Matters.

Returning to the Atlantic Fleet, ADM Moorer commanded Carrier Division Six. He then returned to the Office of CNO, serving as director of Navy's Long Range Objective Group before he was selected for vice admiral in October 1962 and given command of the U. S. Seventh Fleet.

As leader of the 75-ship Far

Eastern U. S. force, he was awarded the Distinguished Service Medal for exceptional service at a time when tensions were increasing in Southeast Asia.

He kept abreast of the Asia problem in his job as Commander in Chief, U. S. Pacific Fleet, which he assumed in June 1964 with the rank of four-star admiral. He held that post until April 1965 when he was appointed by the President to sit behind the three-job desk in Norfolk.

ADM and Mrs. Moorer, the former Carrie Ellen Foy of Eufaula, Ala., have four children.

Admiral McDonald ended a 43-year career after two terms as Chief of Naval Operations. A 1928 graduate of the Naval Academy, he became a naval aviator in 1931 and launched a career which included duty in battleships, aircraft carriers and numerous aircraft squadrons.

While air ops officer and XO of USS *Essex* (CV 9) during WW II, he was awarded the Bronze Star and Presidential Unit Citation.

As his career progressed, his responsibilities became greater. He commanded carriers, a carrier division, the Sixth Fleet. He was CinCUSNavEur before he became CNO 1963.

Research Merger

Naval ship research received a shot in the arm when the David Taylor Model Basin at Carderock, Md., and the Navy Marine Engineering Laboratory at Annapolis, Md., consolidated to form the Naval Ship Research and Development Center.

The merger will give the Navy its first organization with the physical capabilities and expert opinion to attack structural and propulsion technical development concepts on the basis of the total ship.

ENGINEERING "E" hashmark is painted on *USS Nicholas* (DD 449) by her engineering officer LT W. E. Small.

The new center will perform research, development, test and evaluation work in hydrodynamics, structural mechanics, aerodynamics, acoustics, vibrations, mathematical analysis and computer techniques, and marine engineering.

Cimarron Celebrates

The Fleet oiler USS *Cimarron* (AO 22) recently took part in the celebrations commemorating the 25th anniversary of the young Pacific Fleet Service Force.

Young? By *Cimarron's* reckoning, yes. Three weeks after Servpac's silver anniversary, old-timer *Cimarron* celebrated her 28th year of continuous commissioned service with the Fleet.

Cimarron apparently wears her age well. She celebrated her birthday in Pearl Harbor during a short stop on the way to WestPac. During the ceremony, ComServPac praised the venerable oiler for not missing a single commitment in her previous deployments off Vietnam.

HOMECOMING—Veteran destroyer *USS De Haven* (DD 727) returns to home port after completing more than two months gunfire support in South Vietnam.

A *River* With Punch

Clarion River sounds vaguely like the title of a romantic ballad, but it is in fact the name of an amphibious force rocket firing medium landing ship (LSMR).

USS *Clarion River* (LSMR 409) is a World War II ship, launched in 1945 and recommissioned twice. With the shore fire requirements in Vietnam, she was needed again and has served three tours in Southeast Asia.

The ship is well suited for the type of fire support required. She has a shallow draft, can maneuver well in the coastal waters and many rivers, and has operated so close to land that the crew remembers looking straight up a hill. This maneuverability, coupled with her firepower, makes her ideally suited for the job. The LSMR's main batteries of rocket launchers can deliver as much ordnance per minute as a full gun heavy cruiser or a squadron of four destroyers—for a limited time.

According to the crew, *Clarion River* has fired more rounds and rockets in combat than any other ship—including the largest cruiser. This fact is related with obvious and justifiable pride by each man.

On any small ship, especially those made to World War II specifications, the crew comforts are not extensive. Working and living spaces are small, while the demands on the crew are large, but these seem to be outweighed by the satisfaction of knowing they are doing an outstanding and much needed job.

At sea, mail call and the evening movie are high points of the day. This amid the pressures of combat firing is anything but luxury, and LSMR duty in Vietnam calls for individual incentive, competence, dedication and pride. *Esprit de corps* is demonstrated by a current reenlistment rate which the crew claims is unequalled anywhere in the Navy—99 per cent.

Clarion River is known to men ashore who have seen her rocket salvos as "that shootin' ship."

New Air School

Thirty-two student naval aviators are now in their third month of studies in the new Naval School of Aeronautical Sciences at NAS Pensacola, Fla.

Volunteers selected on the basis of their above-average scholastic and flight aptitude, these men are working toward higher education which could lead to a master's degree in aeronautical sciences. They represent graduates of many colleges across the nation as well as the Naval Academy.

The long range objectives of the nine-month school are: (1) to develop a cooperative degree program with certain universities where master's degrees may be awarded; (2) to provide the Navy with an educational and research center in fields related to aeronautics; and (3) to encourage naval aviators to continue their careers in the Navy by providing them with the finest in professional aviation education.

Through these objectives, officials hope to qualify certain naval officers whose education would mark them early in their careers as the leaders of the future Navy.

DD Helps Chalk Up a MIG

Recording successful missions on a ship's bridge during wartime was a traditional practice, as it was on victorious aircraft. They became status symbols, of sorts.

With the Vietnam conflict the practice has been started again. Among the ships keeping their chalk-up artists busy is the Hawaii-based destroyer USS *Ernest G. Small* (DDR 838).

Small has on her bridge a symbol that's going to be tough for other DDs to equal. It's the silhouette of a MIG.

That's right. A MIG.

The account of the MIG kill goes something like this, according to *Small's* crew.

While on search and rescue duty in the Gulf of Tonkin during June 1965, *Small's* radar picked up enemy planes rising to meet Navy aircraft conducting a bombing raid near Hanoi.

The destroyer's antiaircraft warfare (AAW) crew alerted a group of Navy propeller driven A-1 *Skyraiders* and guided them in their intercept. When they came in contact with the enemy jets, the U. S. pilots scored direct hits on the MIGs with rockets and machinegun fire. As a result, the Navy planes were credited with destruction of the first MIG in the Vietnam war and they shared that honor with the destroyer.

Three members of the AAW team were awarded letters of commendation from the Secretary of the Navy, while the ship's commanding officer received the Bronze Star.

Small, with more than 15 months' duty in Vietnamese waters, has fired over 7000 rounds of 5-inch ammunition in support of troops ashore. Her guns claim 12 Viet Cong killed, 15 junks sunk and more than 200 huts and bunkers destroyed.

Her bridge also displays two Battle Efficiency "Es"—a green "E" representing proficiency in over-all operational excellence, and a white "E" (with two hashmarks), denoting three consecutive years of over-all Weapons Department excellence. Four rows of battle and campaign ribbons further attest to her previous wartime record.

Small is a unit of Destroyer Flotilla Five based at Pearl Harbor.

—Richard Montgomery, JO1, USN

REPAIRING LADY—Service Force repair jobs are many and varied. A heavy demand is placed upon *USS Markab* (AR 23) as six destroyers snuggle close.

Honors for DesRon 32

Shortly after Destroyer Squadron 32 returned from Vietnam duty recently, 70 of its officers and men received decorations and citations.

All eight ships of the squadron were represented at the awards ceremony held in Norfolk. The ships are: Flagship USS *Mullinnix* (DD 944), *Beale* (DD 471), *Vogelgesang* (DD 862), *O'Hare* (DD 889), *Holder* (DD 819), *Eugene A. Greene* (DD 711), *Conway* (DD 507), and *Stormes* (DD 780).

The awards ranged from the Bronze Star to commendations from Commander in Chief, U. S. Pacific Fleet.

Bronze Stars were received by the commanding officers of *Mullinnix* and *Stormes*, and by the commander of the Second Division of Destroyer Division 322.

Thirteen destroyermen received Navy Commendation Medals, 25 received Secretary of the Navy Commendation for Achievement Ribbons, and 29 were cited in letters from CinCPacFlt.

During the squadron's seven-month deployment last year in the South China Sea, gunfire from the destroyers' guns was credited with breaking up strong enemy attacks. The ships took under fire nearly 2000 targets upon which they rained 27,000 projectiles.

For this action, the commander of Destroyer Squadron 32 earlier received from the Republic of Vietnam the Cross of Gallantry with Gold Star. This decoration ranks 10th on the list of RVN awards and medals which may be awarded to U. S. servicemen.

NEW JUMBO oiler *USS Pawcatuck* (AO 108) was recommissioned at Boston Naval Shipyard after 90-foot section was added amidships. Another addition to the new jumbo is a helicopter flightdeck. She is homeported in Mayport, Fla.

Fleet Changes

The ever-changing U. S. Fleet recently welcomed four new arrivals to the club. Two of them are former members. The new ships are USS *Sturgeon* (SSN 637), and *Horne* (DLG 30). Rejoining the Fleet from the mothball Navy are the Service Force ships USS *Beverly W. Reid* (APD 119) and *Pawcatuck* (AO 108).

- *Sturgeon*, a nuclear powered attack submarine, was commissioned at Groton, Conn. She is the prototype of a new class of attack subs, measuring 292 feet long and 31 feet wide. She displaces 4100 tons fully loaded. Her armament consists of torpedoes and *Subroc*.

There have been two other ships of the same name. The second *Sturgeon* (SS 187) sank nine vessels during her World War II combat patrols.

- The guided missile frigate *Horne* (DLG 30) was commissioned at San Francisco. A *Belknap* class frigate, *Horne* is 547 feet long, has a beam of 55 feet, and displaces 7930 tons fully loaded.

She carries one 5-inch/54 caliber and two 3-inch/50 caliber guns, *Terrier* missiles, *Asroc*, and torpedoes.

- After 16 months of conversion and modernization, *Pawcatuck* was recommissioned at Boston Naval Shipyard. She had been placed out of commission temporarily for conversion to a jumbo oiler which added a 90-foot long section to her amidships.

Among other improvements evident on the oiler is a helicopter flight deck.

Pawcatuck was originally commissioned in May 1946. She operated with the Atlantic Fleet most of the time, with tours in the Caribbean, North Atlantic and Mediterranean Sea. Her crew has been awarded the Atlantic Fleet Battle Efficiency E award three times. She is now a unit of Service Squadron Four, homeported in Mayport, Fla.

- The high-speed transport USS *Beverly W. Reid* (APD 119) was recommissioned at Norfolk, Va., where she had been in mothballs since May 1947.

Originally designated DE 722, *Reid* was reclassified APD 119 on 17 Jul 1944. She is named for Ensign Beverly W. Reid, who won the Navy Cross during the Battle of Midway, and was reported missing in action 24 Aug 1942.

While these ships were preparing for Fleet membership, two others were getting ready to be taken off the rolls.

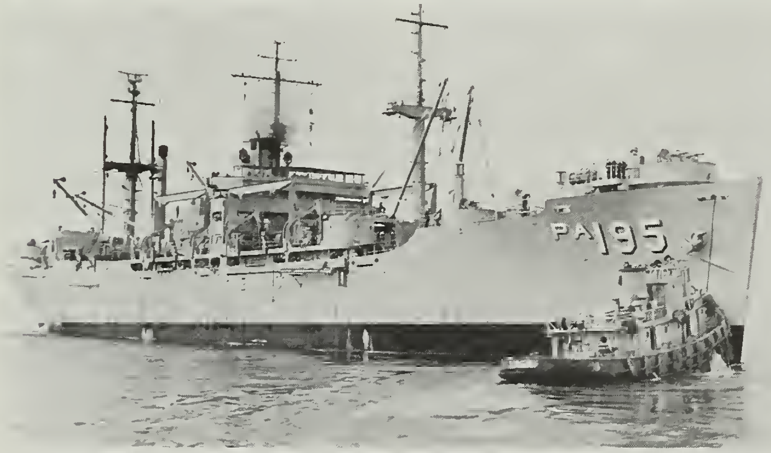
- USS *Liddle* (APD 60) has been decommissioned. The high speed transport was replaced by *Beverly W. Reid* in simultaneous decommissioning/recommissioning ceremonies at Norfolk, Va.

Liddle was first commissioned DE 206, but was one of the first to undergo conversion to APD in 1944.

She earned battle stars during World War II for her part in the Leyte and Mindanao landings, and Balikpapan operation. *Liddle* was mothballed on 18 Jun 1946, then returned to the Atlantic Fleet on 27 Oct 1950 where she operated until again decommissioned on 2 Feb 1959. She was recalled to active duty for the last time on 29 Nov 1961.

- The attack transport USS *Lenawee* (APA 195) also has been decommissioned. Commissioned in 1944, her World War II battles included the invasions of Iwo Jima and Okinawa. She was in Tokyo Bay when the Japanese signed the surrender. Soon afterward she was decommissioned, but returned to duty to support United Nations action in Korea, and was active with the Pacific Fleet until her recent decommissioning.

RETIRED—Attack transport *Lenawee* (APA 195) is pushed from San Diego pier to begin voyage to Mare Island near San Francisco to be decommissioned.



What a Way to Start a Day

If Art was late for work that morning, he had a good excuse. He had taken time out to help rescue seven people stranded on an island off the coast of Vietnam.

The Navy knows Art as Storekeeper First Class Arthur Teartt, assigned to the Naval Supply Depot on Guam. His fellow ham radio operators know him simply as Art, which is their custom.

That Friday morning began like any other morning for Art. He dressed and then sipped the day's first cup of coffee while tuning his radio, which he monitors every morning and evening.

While adjusting the various knobs, Art overheard a conversation between the captain of a distressed ship and two ham operators, who were receiving a weak Mayday call. As Art listened, the hams faded out and a different voice came on the air. Air Force Staff Sergeant Ed Trice on Iwo Jima had also overheard the distress call and now acknowledged.

American marine scientist Thomas C. Kurth, skipper of the schooner *Dante Deo,* requested that Trice contact rescue authorities, saying that his 87-foot ship had a hole in her hull and had washed up on a hidden reef off the coast of Vietnam. Five crewmembers and his six-year-old son were with him aboard the *Dante Deo.*

Sergeant Trice informed Kurth that his only means of contacting help was by teletype, which would be time-consuming. At this point, Art interrupted the conversation and offered his help.

Art called SAR authorities at Anderson Air Force Base, Guam, who relayed the ship's plight to Clark AFB in the Philippines, which passed it to the SAR center at Tun Sun Nut, South Vietnam.

While rescue efforts took shape, Art was in constant contact with *Dante Deo,* via Sergeant Trice on Iwo Jima.

Tun Sun Nut SAR center dispatched two rescue aircraft to the scene. They contacted a small fishing boat and guided it to the stricken ship. By the time the fishing boat arrived on the scene, *Dante Deo* had put her life rafts in the water.

Satisfied that the rescue was almost accomplished, Art signed off with Sergeant Trice and headed for his job at the Naval Supply Depot. His day had gotten off to a good start. —**Bill Peterson, JO3, USN**

HAMMING IT UP—SK1 Arthur Teartt had a busy morning. Over coffee, he aided rescue operations of shipwreck victims off the coast of Vietnam.

Soft Drinks Build School

There's a group of Navymen in Vietnam with a real fluent sense of charity.

They sold soft drinks and placed the $375 in profits from these sales into a fund that later was used to buy 3000 bricks which eventually were laid in the construction of a one-room schoolhouse.

That's just about as fluent a project as you'll find.

It was initiated by the Freight Terminal Division of the U. S. Naval Support Activity in Da Nang, South Vietnam.

The division sold the cokes to men working in the headquarters building of the activity. When the sales increased, the idea of a coke fund materialized.

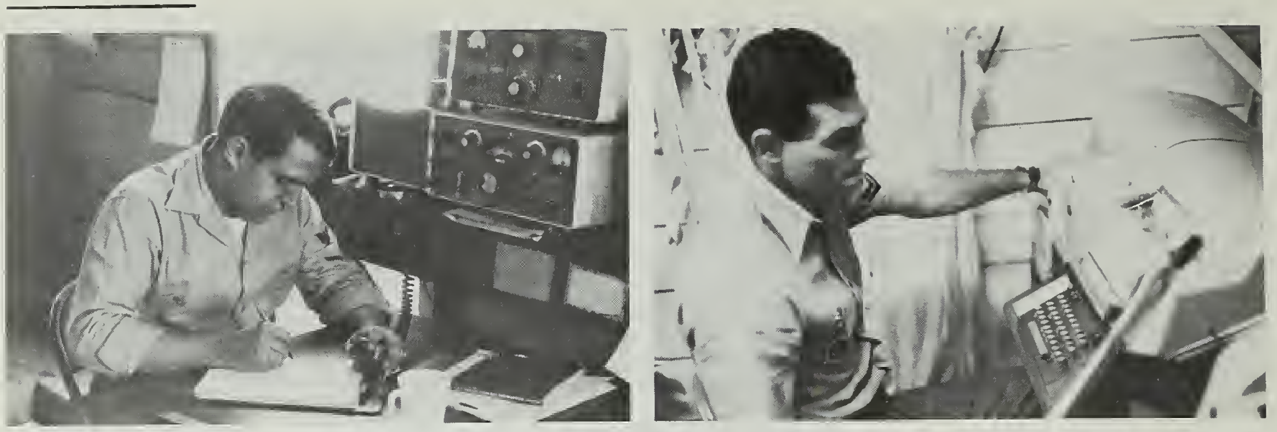
After an appreciable amount of money was collected, the division turned to the local Civic Action Office for donation suggestions. The CAO recommended the funds be donated to a village that was in need of a school building.

Inflight Copter Refuelings

USS *McKean* (DD 784) claims the record for the most inflight helicopter refuelings in a 30-day period. She transferred over 175,000 pounds of JP 5 fuel during 100 refueling operations.

Operating with USS *Henry B. Wilson* (DDG 7), *McKean* acted as gun support ship and helo refueling destroyer during her month-long assignment in the Gulf of Tonkin.

SENIOR MEN Sgt. Major Sweet, USMC, and GMCM Black, USN, meet with VADM W. R. Smedberg, III, USN, (Ret.) during Navy Relief planning session.



COAST WATCHERS—PO3 William A. McMillian logs incoming message at coastal surveillance center. *Rt:* PO2 Norman A. Buckley monitors teletype message which could help stop infiltration of supplies and Viet Cong.

Coastal Surveillance Centers

Along the 1000 miles of south Vietnamese seacoast, there are five coastal surveillance centers. From these centers, communication nerves radiate to the U. S. boats engaged in Operation Market Time and to the Vietnamese Navy's coastal groups. All are devoted to the prevention of the seaborne movement into South Vietnam of the enemy and his supplies.

Navy units of the U. S. task force, along with Vietnamese ships and craft, are fused into one unit through directions they receive from the coastal surveillance centers (CSCs).

When either the U. S. or Vietnamese units sight an enemy craft, its position and description are sent to the CSC. The coastal surveillance center then relays the information and instructions to a ship which is designated the on scene commander (OSC). The OSC assumes command over the units assigned to it and directs the action. While the Market Time units are engaged in the scrap, the OSC maintains continuous contact with the CSC to request additional help, if needed.

The American and Vietnamese electronics technicians at the coastal surveillance centers work on the assumption that an ounce of prevention is worth a pound of cure when it comes to keeping their equipment in working order. Inoperative circuits could easily spell disaster for units engaging the enemy. The technicians are on hand 24 hours a day to see that extensive repairs are never needed.

When the electronic technicians are not actually working on their equipment, they are busy training replacements to step into their shoes when rotation time rolls around.

For the CSC radiomen, there is little or no respite from work, either. Collectively, they, too, are on the job 24 hours a day but, like the electronic technicians, the day is broken into three eight-hour shifts.

While the men are on the job, their noses are kept close to the grindstone—so much so, in fact, that they carry their lunch to work and eat their meals without leaving their radios.

It is a tough job but, thanks to their vigilance, major shipments of war material have been stopped and captured. In short, they are important to the men engaged in Operation Market time.

History in the Making

Clete Allen, a retired Navy chief was there back in April 1942, when history was made.

He was present when LCOL Jimmy Doolittle was launched from the deck of USS *Hornet* (CV 8) in an Army Air Corps B-25 bomber to lead the first raid on Tokyo. President Roosevelt announced the raid and that the U. S. bombers flew from a secret base which he called "Shangri La." It was one of the best kept secrets of the war.

Allen was a PO2 on the flight deck of *Hornet* at her commissioning on 21 Oct 1941. Six weeks later the United States was at war.

Here are his recollections of the Shangri La raid:

"My first contact with this mission came in about February 1942, when two B-25 bombers were loaded aboard *Hornet* at Norfolk and we deck launched them in Chesapeake Bay. My job was to observe the point of take-off, to determine the distance needed.

"The launching was successful. Next, we went through the Panama Canal and to Alameda where 16 B-25s were loaded aboard the carrier. Besides these bombers, we had an entire air group of our own planes aboard. To make room for the B-25s, about half the air group planes were dismantled and the pieces swung from the overhead of the hangar deck.

"When *Hornet* was two days out of port, Captain Marc A. Mitscher announced to all hands that the goal of the air mission was Tokyo.

"The launch was to take place 400 miles off the coast, but two small Japanese craft were sighted before the ship reached this position. An escort ship opened fire on the Japanese craft to prevent an alert, but there was the possibility that they had sent a radio message back to Japan, reporting our approach and location."

Thus the 16 bombers were launched about 800 miles from Japan, each plane leaving behind one crewmember and part of its bomb load and carrying instead cans of gasoline in the cabin. The raid left the enemy bewildered, since they believed themselves safe from attack.

It gave U. S. morale a big boost and to that extent was successful. The difference in distance from launch to target left too little gas to reach safety in China, and some aircraft went into the sea and others crashed on the coast of China.

Many of the U. S. crews were captured and imprisoned by the Japanese.

General Jimmy Doolittle and 55 of the original 80 raiders attended the group's silver anniversary reunion at Alameda, earlier this year. It was at Alameda that the mission had begun. Crewmembers of *Hornet* were honored at a banquet that climaxed the reunion.

As for *Hornet*, she was sunk in the battle of Santa Cruz in the Solomon Islands on 26 Oct 1942, just one year and five days after her commissioning.

Clete Allen was on board *Hornet* during that battle, and was picked up by the destroyer USS *Barton* (DD 772) after *Hornet* went down. He served during the rest of the war in other ships and retired from the Navy as an E-7 in December 1963.

He is still serving the Navy, in a manner of speaking, as store manager of a Navy Exchange, at NAS Lemoore, Calif.

TOPPING OFF—The busy oiler *USS Kishwaukee* (AOG 9) takes on a load of fuel at Da Nang before getting underway to refuel Support Activity outposts.

Tanker from Da Nang

She doesn't give stamps, but if you're thirsty for JP-4, diesel fuel, AvGas, or Mo-Gas, USS *Kishwaukee* (AOG 9) can oblige.

The 310-foot tanker has been on station in South Vietnam since December 1966. She is temporarily attached to Naval Support Activity, Da Nang, where she picks up fuel for her coastal runs to Hue, Dong Ha, and Chu Lai.

Kishwaukee has demonstrated her proficiency in keeping Da Nang's outlying detachments up to full capacity at all times.

Although she's a seagoing tanker, *Kishwaukee* found Vietnam's monsoon season rough going. But she still delivered. Sometimes she would take on a full load of fuel and make her way to the mouth of the Cau Viet river, 85 miles up the coast from Da Nang. There she would sit for a couple of days, because she couldn't make it through the turbulent river mouth.

She would have to call on the bladder boats. These are *Mike* 8 cargo boats with 10,000-gallon rubber bladders sitting in their cargo space. The *Mikes* would slip alongside *Kishwaukee*, and about 13 minutes later the bladders would be full.

Kishwaukee's crew found that the fastest way to refuel the outlying stations is the new floating hose method. A four-inch hose is run out to sea about 15,000 yards from the outpost fuel tanks. Its outboard end is attached to a buoy.

When the tanker gets to the buoy, she sets her anchors and hooks up to the hose. In a matter of minutes the fuel is on its way to shore. Refueling operations using this method can put ashore as much as 150,000 gallons of fuel a day.

The tanker's average gas run takes from five to six days. When it's over, she spends two days steaming back to Da Nang to top off.

SEABEE QUEEN Eileen Beatty cuts cake with Rear Admiral R. G. Burke of New York Naval Militia during 3rd Naval District military ball.

Hoa Phu's Party

A party for the people of Hoa Phu climaxed six months of assistance given by Mobile Construction Battalion Nine to the people of the little village near Da Nang, Vietnam.

For the villagers, it was a swinging occasion with floor show (local citizens dancing their version of rock and roll to the music of the battalion's combo) and a superb banquet—roast pig forming part of the menu.

For the kids, it meant toys and gifts, and for everyone it provided a chance to relax in the sunshine.

Civic action work in the hamlet began when Lieutenant Harvey M. Henry, MC, USNR, the battalion medical officer, treated an injured boy and took him down a narrow path to his home. At the end of the path the doctor discovered a hamlet with about 2000 residents. That was the beginning of medical and dental assistance, which still continues.

The Seabees have spent much of their spare time working on an access road and on other improvement projects, including a footbridge and a medical clinic building.

ON ITS LEGS—The hydofoil *Sea Legs* skims the water of New York Harbor testing a new wave height sensing device which gives the craft a smooth ride.

How High the Sea?

Measuring the state of the sea is now possible with more accurate wave height sensing devices being developed for the Navy.

A number of test models have been built. A series of successful tests has been conducted; the most recent was concluded at the Naval Ship Research and Development Center in Washington, D. C.

Other advanced work in height sensing systems using infrared light, laser light and other optical devices, is underway.

Radar height sensors have proven themselves useful in a number of Navy activities including smoothing the "flight" of hydrofoil boats and recording wave heights and tidal movements.

The sensor is mounted on the bow of "submerged foil" hydrofoil vessels and functions as a low-altitude altimeter. The radar information enables the submerged foils to rise and fall to smooth the hydrofoil craft's ride much as tires, springs and shock absorbers react to smooth an automobile's travel over a bumpy road.

Two major tests of the system have been conducted. A bow-mounted platform was attached to a hydrofoil for a month-long series of evaluations in New York Harbor. Wave heights of up to four feet were negotiated smoothly and with good control.

In a second test, the Naval Oceanographic Office mounted the device on the Argus Island research tower in the Atlantic near Bermuda to gather data on wave heights. Eight-foot waves were recorded.

Studies of weather forecasts, ocean patterns and tidal charts are possible with the use of a worldwide network of wave height sensors installed on docks, piers and oil drilling and oceanographic research towers.

Welcome Home Daddy

A pier crane is an unlovely, awkward-looking steel giant. Two pier cranes, on the other hand, are a beautiful sight—if there is a banner strung between them which reads "Welcome Home, Daddy."

Navymen of many units returning from Far East deployments have delighted in similar welcomes recently.

- Three San Diego-based amphibious ships returned from nine months in WestPac. USS *Union* (AKA 106), *Washburn* (AKA 108), and *Bexar* (APA 237) spent a lot of their overseas time transporting Marines.

- Also returning to San Diego was the dock landing ship USS *Comstock* (LSD 19). During a seven-month deployment, *Comstock* spent the majority of her time in Vietnamese waters where she anchored at Da Nang, Vung Tau, Qui Nhon, Nha Trang, and Cam Ran Bay.

Her assignments ranged from lifting supplies and loading troops along the coast of South Vietnam, to acting as a support ship for Operation Game Warden.

A few months ago, *Comstock* transported a disabled communist Chinese junk from South Vietnamese waters to Hong Kong, where it was to be returned to the Chinese.

- Among submarine force vessels, USS *Ronquil* (SS 396) and the submarine rescue ship *Florikan* (ASR 9) returned to San Diego from WestPac deployments

Florikan's homeward journey was delayed when she stopped in mid-Pacific to assist the stricken Liberian merchant ship SS *Teh Ho. Florikan* sent an assistance team aboard to help repair the ship, then remained with her until a commercial tug arrived.

Ronquil had been in the Far East for seven months. She covered more than 30,000 miles while operating with the Seventh Fleet.

- More than 700 Seabees of U. S. Naval Mobile Construction Battalion Six returned from eight months in Da Nang. Their home base is Davisville, R. I.

One of the first projects assigned to the battalion when it arrived in Vietnam was to complete a 314-foot pier.

The battalion also helped build several miles of new roads leading to the Da Nang complex.

During the tour the Seabees built enough combat huts to house 12,000 Marines and poured 10,000 cubic yards of concrete.

Civic action played an important part in the battalion's tour.

The battalion's medical department made regular visits to the surrounding villages and treated some 11,000 Vietnamese.

Special detachments from MCB Six built wooden huts and installed portable generators for isolated Marine and Army units outside of the Da Nang area.

- The destroyer USS *De Haven* (DD 727) returned to her home port, Yokosuka, Japan, after two months of gunfire support for troops in South Vietnam. While in the combat zone she fired over 7000 rounds of 5-inch/38 caliber ammunition. Her total number of rounds fired during the Vietnam action now stands at over 19,000.

Family Cruise, Estes Style

When uss *Estes* (AGC 12) sailed from San Diego to the Puget Sound Naval Shipyard at Bremerton, Wash., 40 of the crew's dependents and 25 family cars went with her.

Estes had recently returned from the Western Pacific where she had been deployed with the Seventh Fleet for seven months. For fathers whose children were aboard, the dependents' cruise provided a fine opportunity to become reacquainted. For the kids, it was a good chance to see how Dad runs the ship while he's at sea.

The 21 *Estes* families were berthed in the staff officers' compartments. A Navy nurse from Balboa Naval Hospital at San Diego provided necessary medical services.

When *Estes* arrived at Bremerton, kids, wives and cars were put ashore and the ship's families set up temporary housekeeping in units provided for them.

After AGC-12 completes her three-month overhaul, *Estes* families will board for return to San Diego.

Clockwise from Top Left: (1) Senior Chief Quartermaster Robert J. Bly instructs his wife in semaphore on windy deck. (2) Janie Bishop, daughter of Chief Radioman Jerry Bishop, helps Seaman Apprentice Larry Martin at the helm. (3) Chief Commissaryman and Mrs. James D. Brinkley, slide tray of salisbury steaks into oven aboard uss *Estes.* (4) Sons of LT Robert P. Cushing fire at make-believe air targets during dependents' cruise. (5) Jacqualine Bishop, daughter of J. H. Bishop, RMC, mans lee helm of *Estes.* (6) Quartermaster Second Class Richard G. Little, USN, shows wife how to shoot the sun.

SERVICESCOPE

Brief news items about other branches of the armed services.

WET AND MUDDY—Ever-present rice paddies welcome 199th Light Infantry as they wade in search of VC.

A TINY BUT SENSITIVE gyroscope is being tested by the Air Force. It is called DART (for Dual Axis Rate Transducer).

The little instrument is expected to stabilize aircraft, missiles and space reentry vehicles. It may also be used to drive cockpit indicators and provide mid-course guidance and control for missiles.

DART is shock resistant and so small it can easily be held in the palm of a man's hand. Because it is small, several can be installed in a single system. If one gyroscope fails, a second or third would serve as a backup.

The gyroscope's heart is a half-inch sphere filled with mercury and an assembly of crystal sensing rods. When an aircraft or missile changes direction, the mercury activates the rods which send impulses through wires to auxiliary electric equipment.

The gyro's sphere is suspended on ball bearings and rotates at 24,000 revolutions per minute. Speed is maintained by a tiny electric motor which operates in the same housing as the gyro on regular aircraft current.

Testing is expected to continue through the summer and possibly into the fall. DART is a joint project of two laboratories of the Air Force Systems Command's Research and Technology Division.

★ ★ ★

A TECHNIQUE for making aerial maps of areas continually covered by clouds has been developed by the Army. The cloud-covered area is first recorded on radar-photographs and later converted to topographic maps.

The new system was tested over a portion of southeast Panama and northwest Colombia. Because these sections are always under a dense cloud cover, previous efforts to obtain the photographs needed for map-making were unsuccessful.

Radar mapping of the area was begun in January of this year, and was completed in about one month. The photographs were used to make a large radar mosaic, from which the Army is now making 1 to 250,000 scale topographic maps.

The maps should be available by October. They will cover an area of 6600 square miles.

★ ★ ★

NEW REFUELING TRUCKS are being delivered to U. S. Air Force units in the United States and overseas. The new trucks are longer and lower than those they are replacing and are designed for airlifting in C-130 and C-141 transport aircraft.

The use of an overhead fill stand is unnecessary because the new model can be filled by pressure from a fuel hydrant. The unit shuts off automatically when the tank is filled.

The truck engine operates the refueling pump which provides a flow rate up to 600 gallons per minute. A standby 110-volt AC winterization system simplifies engine starts and ensures operation at temperatures as low as 65 degrees below zero F.

The new refueler is only 105 inches high—about three feet lower than trucks previously in use. However, it loses none of the 5000-gallon capacity of its predecessor, because the length was increased from 31 to 33 feet. The width remains the same—102 inches.

★ ★ ★

THE ARMY PLANS to expand its ROTC program. As many as 30 new units may be established between now and July 1969.

At present, the Army Reserve Officer Training Corps program is available to students on 247 college and university campuses. There are units in all 50 states, in Puerto Rico, and in the District of Columbia.

More than 150 schools have asked to be included in the program.

The college level ROTC program provides military training which qualifies students for an officer's commission in either the Regular Army or the Army Reserve.

FUN AND GAMES—Mobile recreation kits for isolated units are being tested by Army for soldiers in Vietnam.

INFANTRYMEN fire 81mm mortar at Cong emplacements.

Airplane wings made of glass fibers held together with plastic may be in the Air Force's future.

A 40-square-foot wing section is being built which, according to test engineers, will have three times the strength and one-third the weight of an aluminum wing. It will, the engineers say, enable a plane to fly farther, carry more weight and maneuver more easily.

The glass-plastic wing, however, isn't expected to compete with structures made from stiffer composites —simply to demonstrate the usefulness of lightweight materials in parts where stiffness is less critical.

The wing is being designed to use the glass-reinforced plastic to best advantage in meeting the operational stress levels of aircraft. This is done by aligning the fibers in the directions in which stresses occur.

Continuous fibers supply the strength of structural spars, ribs and skin. The yarn-like glass strands used in the material are formed by twisting together about 4000 smaller glass filaments and treating them with an epoxy resin.

Building a wing by the winding technique is expected to be much less expensive and more simple than conventional manufacturing methods.

Before the research program ends in May 1968, the Air Force will consider using glass materials in other, and perhaps larger, aircraft structures.

★ ★ ★

The first of 300 Marine Corps student pilots began flight training with the Air Force in June.

The training, part of a stepped-up pilot program, should produce annually an additional 100 aviators for the Corps. The Corps expects to receive 673 Marine pilots in FY 1969 through the Naval Air Training Command.

Marine Corps students, all commissioned officers, will enter AF flight training every six weeks at USAF Air Training Command undergraduate pilot training bases. The trainees are to receive the regular 53-week AF flight course including 30 hours training in the T-41, 90 hours in the T-37 and 120 hours in the T-38. In addition, students will undergo 593 hours of academic and officer training.

After graduation, the Marine pilots will be assigned to Marine operational units and will be checked out in Corps aircraft, weapons delivery and aircraft carrier landing procedures.

★ ★ ★

Chief master sergeant Paul W. Airey has been installed in Washington, D. C., as Chief Master Sergeant of the United States Air Force. Sergeant Airey was the Air Defense nominee for the newly created position.

The new Air Force Chief Master Sergeant is a veteran of more than 24 years of military service. He has been awarded the Legion of Merit, the Air Medal with Oak Leaf Cluster and the Army and Air Force Commendation Medals.

During World War II, Sergeant Airey was an aerial gunner in a B-24. He was credited with 28 combat missions during World War II before he was forced to bail out of a flak-damaged plane. He was a prisoner of war in Germany from July 1944 to May 1945.

Sergeant Airey was chosen from among 2200 senior Air Force noncommissioned officers. He will serve in Washington on the personal staff of General John P. McConnell, Chief of Staff, U. S. Air Force.

★ ★ ★

The air force unleashed a squadron of *Dragon*-ships against the Viet Cong last year and has received nothing but praise for the performance of the modified C-47 transport.

The secret to the success of their AC-47 is a new compact, quick-firing, gatling-type machine gun used to support ground forces in South Vietnam.

Known informally as a mini-gun, the weapon is fired through gunports in the side of the *Dragon*-ship. Its firepower is far from "mini," however, as three of the six-barreled guns have a combined rate of fire of 18,000 rounds per minute.

The new models have an electrically powered reloading system and a greater ammunition capacity than the guns they replaced.

HOOKUP—Crewmen connect chopper and 150mm howitzer, which will be carried externally on flight in Vietnam.

THE WORD

Frank, Authentic Career Information Of Special Interest—Straight from Headquarters

• **TUITION LIMIT REMOVED**—The former cash limitation on tuition aid has been removed. The Navy will now pay 75 per cent of the tuition for each semester hour (or equivalent in quarter hours), regardless of total cost.

The limit was removed 1 Jul 1967. The announcement came in Department of Defense Directive 1322.8.

As before, however, the Navy will not furnish tuition assistance for more than seven semester hours during any given semester.

The change brings tuition aid into line with rising education costs. Noncommissioned officers are being encouraged to earn at least an associate degree (which requires two years of study), and commissioned officers are encouraged to earn a baccalaureate degree.

The priority policies which apply to tuition aid have not changed. Navymen who are not eligible to receive educational benefits from the Veterans Administration (that is, through the GI Bill), and who are career designated, have the first priority. Second are those who are not eligible for VA benefits and who are not career designated. All others are priority three.

Enlisted men need not incur obligated service to take advantage of tuition aid. Commissioned officers, however, must agree to remain on active duty for at least two years after they complete the course.

• **EDUCATIONAL COUNSELING**—In the future, Navymen will receive a greater amount of educational counseling. When reporting to his first duty station, the new Navyman will be interviewed by a member of the unit's educational staff.

His educational background will be reviewed and he will be counseled on his educational development. He will be fully informed of educational opportunities available in the Navy, including methods of securing credit from civilian educational institutions for military schooling and experience.

Within 30 days after assignment to a new duty station each individual will be interviewed and will be advised of the educational opportunities available at that station.

• **UNIFORM REGS**—The conditions under which the uniform may be worn by honorably discharged Navymen who served during wartime are described in Article 1126 of the *U. S. Navy Uniform Regulations.* However, it was not entirely clear whether military actions such as Vietnam were considered to be war insofar as the uniform privilege was concerned.

BuPers Notice 1020 of 12 May 1967 dispels any doubt that the regulations do apply to Vietnam veterans. The Notice specifies that the uniform may be worn under specified conditions by any person who served honorably in the Navy during a time of war, whether declared or not.

• **1968 QUALS MANUAL**—Having just published change two to the *Manual of Qualifications for Advancement in Rating* (NavPers 18068B), BuPers has begun working on change three. The change is scheduled for publication next year, in June.

Ratings under consideration for a quals change in 1968 include QM, SM, DS, IM, OM, YN, PC, PN, DP, JO, EN, EM, IC, EA, EO, CM, BU, SW, CN, AG, PH, PT, and AN.

Questionnaires have been mailed to selected commands, soliciting comments on the adequacy of advancement qualifications under review. Other commands are being visited by BuPers researchers, who will collect data that can best be obtained through personal contacts.

• **FLIGHT SUITS**—Any aviator who has found himself uncomfortably festooned with parachutes, life preservers and other survival gear can take heart. The Naval Air Systems Command has produced two new flight suits designed to reduce bulk and to eliminate discomfort. The garments are being evaluated by Fleet units at the present time.

The suits are called TRAIF (for Torso Restraint Assembly with Integrated Flotation) and FSIF (for Fight Suit with Integrated Flotation).

TRAIF combines the features of a parachute restraint torso harness, a survival vest and a life preserver into a single garment. It is intended for use in ejection seat type aircraft

DON'T WIPE OUT before "hang ten." Remember, each copy of ALL HANDS should be passed on to nine others.

Military Benefits Add Up To Annual Savings

Military benefits from commissaries, exchanges and medical services add up to a sizable annual savings for the Navy family.

This fact was revealed recently through a DOD compensation study report which compared civilian and military income with attendant benefits.

Here's what the study group discovered:

- Commissary prices run about 36 per cent below commercial groceries. Annual savings for servicemen using their commissaries range from $57 to $416.
- Exchange prices average about 29 per cent less than those of commercial outlets. Annual savings range from $33 to $509.
- Annual savings realized by servicemen who use their military medical benefits program range from $94 to $517 or higher.

Medical care, it was stated, is perhaps worth more to the retired person than the man on active duty, as older people are apt to suffer illness more frequently.

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and other planes in which torso restraint harness is worn.

The idea behind TRAIF is to reduce bulk and to eliminate discomfort to the pilot. At the same time, TRAIF seeks to provide the pilot with a better than average ability to float.

The FSIF assembly combines the features of a summer flying coverall, a survival vest and a life preserver into a single garment. It is intended for use in planes where a life preserver and the standard parachute harness are worn.

The FSIF is designed to be compatible with the standard harness in such a manner that the flotation bladder can be inflated without restriction from the harness. The harness can then be released and taken off without interference from the inflation bladder or other survival equipment.

Like TRAIF, FSIF is designed to keep the downed pilot afloat. It will also have survival equipment pockets to reduce bulk and relieve the discomfort of pilots who now fly with layers of separate safety and survival equipment components.

- **OPEN RATES**—The Chief of Naval Personnel has issued a new list of open rates in which Reservists who do not have an active duty obligation may volunteer for recall to active duty. The list appeared in Change Four to BuPers Inst 1130.4I.

BMC, 1
QM1, 2, 3
SM2, 3
GMG3
DC1, 2, 3
RM2, 3
RD2, 3
ST1
STG2, 3
STS2, 3
EN2, 3
TM3
MN3
AO2, 3
FTGC, 1, 2
FTM3
AQC, 1
AQB2
AQF2, 3
ETCS, C, 1
ETN2
ETR3
ATN3
ATR2, 3
DSCS, C, 1, 3
EM3
AE3
IC1, 2
BT2, 3
BR1
SFM2, 3
SFP2, 3
AME3
AMH3
AMS3
PM1, 2
OM3
ABE1, 2
AG3
AC3
ASE3
ASH3
ASM3
DPCM, CS, C, 1
PT1
CS3
MU3
BUC, 1
BUH2, 3
BUR2, 3
CUCM, EACS, C, 1
EAD2
EO1
EOH2, 3
EON2, 3
CUCM, SWCS, C, 1
SWE2, 3
SWF2
CE1
CEP2, 3
CES2
CET2
UT1
UTA2
UTB2, 3
UTW2, 3
EQCM, CMCS, C, 1
CMA2
CMH2, 3
CTIC, 1, 2, 3
CTMC, 1, 2
CTO1, 2
CTR1, 2
CTTC, 1, 2, 3
CYN3
Non-rated: SN, SA, SR, FN, FA, FR, CN, CA, CR, AN, AA, AR, TN, TA, and TR.

- **OFFICER SPONSORS** – The Naval Air and Ordnance Systems Commands recently received the names of 406 naval officers for whom the commands will serve as specialty sponsors.

Such sponsorships are assigned to commands on the basis of their special interest, knowledge or technical competence with relation to the sponsored designator.

As specialty sponsors, CNASC advises restricted line aeronautical engineering duty officers, whereas CNOSC sponsors ordnance engineering duty officers in such matters as training, special education programs, and career development methods.

These commands also act as advisers in the unrestricted line officer subspecialty areas relating to their areas of interest. In this capacity, they advise CNO and Bupers of subspecialty billet requirements, criteria for identification of subspecialists, postgraduate school curricula and billet descriptions within the subspecialty areas of their command.

NOW HERE'S THIS

Navy Wives Clubs

The Navy takes care of its own and so do Navy wives. They have been helping Navy families since their incorporation in 1936 as the Navy Wives Clubs of America.

The wives of Navymen have been following a program of social, welfare and educational activities through which they promote the Navy and extend friendship and aid to its families.

For example, when a new family moves into an area, the Navy Wives Club is there to lend a hand if the newcomers need help getting settled. When the newly arrived Navy wife attends the club's meetings, she is suddenly among friends.

The wives make themselves useful in community work by volunteering for Navy Relief and Red Cross activities, staffing station nurseries, assisting needy service and veterans' families, visiting hospitals and helping patients.

One of the more important activities sponsored by the Navy wives is their support of the Navy Wives Clubs of America Scholarship Foundation.

This fund makes possible nine $400 awards each year to assist the children of enlisted men of the Navy, Marine Corps and Coast Guard in taking college or vocational training work. Much of the clubs' money-raising effort is directed toward supporting this foundation.

The Navy Wives Clubs throughout the world stands behind the Navy and its families. It might also be said that the Navy stands behind the Navy Wives Clubs. The Chief of Naval Personnel, for instance, encourages strong and effective local organizations so the club can continue making its valuable contributions to Navy life and morale.

For a Better Navy: Another Look at the Record

LAST SUMMER, ALL HANDS published a list of developments in the personnel field which had enhanced the Navyman's career over the past few years. Since then, many more revisions have been made to improve conditions for the career Navyman.

There is still room for improvement, of course, but the latest list of career-enhancing developments is impressive. Here's a recap of the Navy's continuing efforts in this area.

Pay and Allowances

The starting point for any discussion of increased benefits must, inevitably, be money. Navymen, like everybody else, are intensely interested in the subject. The latest benefits in this category are refinements or revisions of the programs already in effect. Navymen have, as you know, been reaping the benefits of the pay bills of 1963, 1964, and 1965, which together substantially increased the basic pay over what it was a few years ago.

For instance, the monthly pay for a PO3 with over two years of service increased from $150 in 1962 to $204.90; for a first class with over four years from $225 to $295.80; for a lieutenant with over four years from $415 to $565.20; and for a commander with over 10 from $560 to $706.20.

Other actions by Congress which helped improve the pay picture included the establishment of *Flight Deck Hazardous Duty Pay*, *Beneficial Suggestion Awards*, and the *Variable Reenlistment Bonus.*

An important pay improvement in the last year was the expansion of the variable reenlistment bonus program. When the VRB was authorized as part of the 1965 Pay Act, 24 ratings and one NEC were included in the eligibility list.

The list now includes 42 ratings. At the same time, many ratings have been moved up to higher multiples. In short, not only are more men eligible for VRB—the average payment is higher. (See ALL HANDS, July 1966, page 48 for details.)

Many Navymen now receive extra pay as a result of a change to the basic *specialty pay* instruction which became effective in July 1966.

Recruiter canvassers and recruit company commanders assigned to recruit training commands were authorized $30 per month superior performance pay.

Three new categories were also added to the pro pay lists. For a complete report, see ALL HANDS, October 1966, page 63.

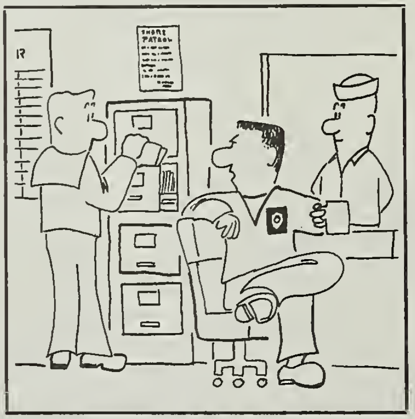
Another monetary benefit came about as a result of the Military Construction Act for Fiscal Year 1967. The new law provides that rental for family quarters designated other than public quarters may not exceed 75 per cent of a man's BAQ allowance. See ALL HANDS, December 1966, page 53.

Medical Care

Closely related to the subject of money is the topic of medical care for dependents. Not that it puts money in the pocket, of course, but along with other fringe benefits, it helps keep it there.

Medicare, as you know, has been around for quite some time. And it has paid many a Navy dependent's bill at a civilian hospital when no uniformed services facility was available.

ENS P. O. McVay, USNR



"Say, Harry—this fellah just checked into V-2 division, and they sent him down to get some arresting gear."

In late 1966 the *Dependent's Medical Care Act* was amended to enlarge the coverage of the original act. Under these amendments, most of which were reported in the December 1966 issue of ALL HANDS, more and better services became available for dependents of service personnel.

The main benefits provided by the amendments were:

- Outpatient and inpatient care for dependents of Navymen in civilian facilities on a cost-deductible basis.
- Civilian outpatient and inpatient care for retirees and their dependents.
- Care in Veterans Administration facilities for retired Navymen on a space available basis.
- Civilian care and training for physically handicapped and mentally retarded dependents.
- Programing of space for retired Navymen and their dependents in new construction of military medical facilities.
- Family planning services.

For a complete rundown on Medical Care for your Dependents, see ALL HANDS, April 1967, page 46.

Education

The education picture has brightened considerably in the past year.

The *Cold War GI Bill* became effective in June 1966, and it contains an excellent education package within it. The benefit consists of a monthly educational allowance paid on the basis of one month of financial assistance for each month of active service.

Unlike previous GI bills, the new law permits personnel who have served on active duty for two years to use the educational benefits while still on active duty.

Although it has been around for some time, the *Tuition Aid Program* deserves mention here, because of a recent change in the maximum amount the government will pay towards a Navyman's part-time education. Formerly, a student could receive 75 per cent of his tuition cost, except that the amount paid by the government could not exceed $14.25 per semester hour. The new rules drop the dollar limit. The government will now pay a flat 75 per cent of the cost.

Another program which has been expanded is PACE, which stands for *Program for Afloat College Education.* Formerly, PACE was made available only to *Polaris* crews, and became known as the *Polaris* university. Now, it is being offered to crewmen aboard an increasing number of surface ships. In addition to the *Polarismen,* other PACE-makers include the crewmen aboard USS *Constellation* (CVA 64), *Boston* (CAG 1), *Galveston* (CLG 3), *Canberra* CAG 2), *Mahan* (DLG 11), *Piedmont* (AD 17), *Cascade* (AD 16), *Little Rock* (CLG 4), *Providence* (CLG 6), *Ticonderoga* (CVA 14), and *Hornet* (CVS 12).

A plan to send well qualified petty officers through two years of specialized study at selected junior colleges is now under study by the Bureau.

Called the *Associate Degree Completion Program,* it was yet another recommendation of the SecNav Task Force on Personnel Retention. This fall, the second group of 75 petty officers chosen to participate will be enrolling in junior college. The schools taking part in the pilot program are Wentworth Institute, Boston, Mass.; Mount San Antonio College, Walnut, Calif.; and Palomar College, San Marcos, Calif. Approximately 25 Navymen are enrolled in each school.

Again, this is a pilot program, and it has not been completely evaluated by the Bureau. Obviously, the first group has not had time to complete the two years' study as yet.

For a comprehensive roundup of educational opportunities available to Navymen, see ALL HANDS, October 1966, page 54.

Vietnam

Recent rule changes have been designed to make the Vietnam-based Navyman's job easier to take. Here, in brief terms, are some of the special considerations given to Navymen who serve in the Vietnam conflict zone. Some of them, of course, are not new.

- *Extra pay*—If you are serving in the combat zone, you are entitled to hostile fire pay, family separation allowance, and foreign duty pay.
- *Relocation of dependents*—If you are stationed in CONUS when you receive orders to Vietnam, the Navy will ship your family and household effects from your stateside duty station to any place in CONUS. If you are overseas when you receive Vietnam orders, the Navy will send them almost anywhere in the world.
- *Field advancements*—The commanding officer or officer in charge of your Vietnam-based unit can authorize field advancement for you if, due to operating conditions, you are unable to prepare adequately for the Navy-wide competitive examinations.
- *Tax exemption*—If you are enlisted or a warrant officer, your pay while in the combat zone is not taxed. If you are an officer, the first 500 dollars of your monthly pay is tax free.
- *Free postage*—your outgoing mail from the combat zone is airmailed free of charge. Your incoming mail, is also airlifted on a space available basis.
- *Savings deposits*—you may deposit up to $10,000 while you are overseas, and be paid 10 per cent

WHAT'S IN A NAME

World's First *Polaris* Squadron

Submarine Squadron 14, the world's first *Polaris* Squadron, was established on 1 Jul 1958. Captain Narvell G. Ward was the first squadron commander. One year later USS *George Washington* (SSBN 598) was launched to become the squadron's first submarine.

The first 20 months of the squadron's existence were spent in the Pentagon, transforming the *Polaris* concept into fact. On 15 Feb 1960, the squadron moved to Norfolk, Va., to work with the Fleet Commander on operational planning for *Polaris* at sea.

SubRon 14 moved to New London, Conn., in September of 1960 and *George Washington* departed on the first *Polaris* patrol shortly thereafter.

USS Proteus (AS 19), a converted conventional submarine tender, became the first FBM tender. On 21 Jan 1961 *Washington* returned from patrol and became the first SSBN to undergo refit alongside the tender.

After *Washington's* departure for her second patrol, *Proteus* sailed for the squadron's new home in Holy Loch, Scotland. She arrived in Holy Loch on 3 Mar 1961 and a week later *Patrick Henry* entered the Loch to begin the first SSBN refit in foreign waters.

USS *Ethan Allen* (SSBN 608), lead ship for the second generation of FBM submarines, arrived in May of 1962. On 9 Jan 1963 USS *Hunley* (AS 31) arrived in Holy Loch to relieve *Proteus.*

USS *John Adams* (SSBN 620) became the 11th SSBN and the first of the *Lafayette* class to join Squadron Fourteen in January 1965. This made another *Polaris* first, as the squadron was now handling three different classes of SSBNs at the same time.

USS *Simon Lake* (AS 33) has relieved *Hunley* as a *Polaris* support ship.

The insignia of Submarine Squadron 14 symbolizes the theme of the *Polaris* Program: "*Polaris* for Peace." The late President John F. Kennedy once said that "The main purpose of our arms is peace, not war"—and *Polaris* serves as a powerful deterrent to world war.

The setting of the squadron's insignia is a mock-up of the globe showing the *Polaris* missile pointing upward, symbolizing its power to strike any potential enemy of the free world. The *Polaris* submarine is depicted stretching across the world, emphasizing the fact that these submarines are constantly on patrol. A blue and gold color scheme represents the two-crew concept used in the *Polaris* program which provides the *Polaris* submarine with an ever-ready capability.

interest on your savings, as a result of the Savings Deposit Act of 14 Aug 1966.

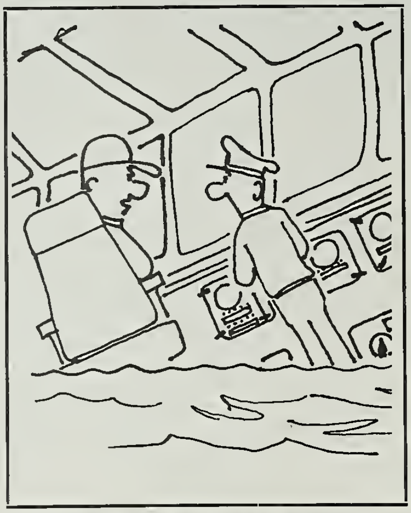
- *Special leave*—If you extend your one-year Vietnam tour by six months or more, you are entitled to 30 days' nonchargeable leave. The government will also transport you almost anywhere in the world to spend your vacation.
- *Duty options*—When you are ready to leave the combat zone, you get your choice of upcoming duty stations. If it's shore duty you are after, though, you must be eligible for Seavey. If not, you still get your choice of fleets, or priority consideration for overseas duty, or advanced schooling.

For more complete information about special considerations for Vietnam duty, see ALL HANDS, July 1967.

Miscellaneous

Other improvements over the past year do not fit neatly into a category. As in so many cases of improvement of the Navy lot, many of them are a direct result of the Retention Task Force's recommendations. Here are a few of them:

ENS P. O. McVay, USNR



"OOD, ease the rudder a little."

- *Rating control*—Because of the high quality of distribution attained by the Navy as a result of Rating Control, the system has been expanded each year since it began in 1963 to include more ratings—23 ratings to date.

Now taking advantage of the rating control system, which has been able to place 95 out of every 100 men in billets which suited them precisely, are Navymen in the following ratings: FT, GM, ST, ET, DS, RD, RM, AX, AT, PT, AE, AQ, PH, MA, TD, AB, AM, PR, AZ, AO, AD, HM, and DT.

- *Family Services Centers*—Throughout the shore establishment, 46 family services centers have been set up, with their primary mission helping Navy families with problems. The centers can provide invaluable assistance to a newly arriving Navy family concerning what to expect at their new duty station—and much more. See ALL HANDS, October 1966, page 60.
- *Transient Accommodations*—One of the biggest problems to a Navyman and his family at a new duty station is a place to sleep temporarily until permanent housing is found. Several Navy commands have established transient accommodations to help alleviate this problem.

Incoming enlisted Navy families are offered motel-like accommodations for their first days in a new location to help take the strain off the old pocketbook.

Here are the commands which have transient accommodations.

Guest Houses

NTC, Bainbridge, Md.
NAS, Jacksonville, Fla.
NAAS, Whiting Field, Fla.
NAS, Grosse Ile, Mich.
NS, San Juan, Puerto Rico
NAF, El Centro, Calif.
NS, Kodiak, Alaska
NHA, Yokohama, Japan
NS, Keflavik, Iceland

Hotels/Motels

NH, Philadelphia, Pa.
NAS, Lakehurst, N. J.
NAS, Cecil Field, Fla.
NAAS, Fallon, Nev.
FA, Yokosuka, Japan

- *Address of enlisted men*—It is no longer correct to refer formally to an enlisted man by his last name only. For the rules, see ALL HANDS, November 1966, page 56.
- *Bag inspection*—This is an implementation of a SecNav Task Force recommendation. As of last year, only Navymen in pay grades E-1 through E-4 have to stand bag inspection. Men in pay grades E-5 and above were relieved of this requirement.
- *Navy's Senior Enlisted Man*—

Add These to Navy's Achievement List of Benefits

Just in case you've lost track of the many improvements in Navy life which have come about in the past few years, here's a partial list, in condensed form, of other benefits not discussed in the accompanying roundup:

- An extra $65 per month **Hostile Fire Pay** for men subject to hostile fire on cold war battle fronts.
- The authorization of **Family Separation Allowance** amounting to $30 per month.
- Increases in **Physicians' and Dentists' Pay**.
- Double payment of **Hazardous Duty Pay** for Navymen who perform two types of hazardous duty.
- Five per cent increase in **Retirement Pay**.
- $10,000 **Government Life Insurance** at two dollars a month.
- The cold war **GI Bill**, providing financial assistance in education, home-loan guarantees, and government job preference for veterans. For details, see page 50 of the April 1966 ALL HANDS.
- **Triannual Seavey**, shortening time lag between entry on Seavey and receipt of orders.
- **Redesignation of Billets** as neutral time, and counting some overseas billets as shore duty, helping those in seagoing ratings.
- **Swap Desk**, for those who want to exchange duty and pay their own way.
- **Senior and Master Chiefs** detailed as a special group.
- **Biannual CPO tests**.
- **Increment Advancements**, enabling the Navy to advance more men.
- **Reestablishment of the Warrant Officer Program**.
- **Spot Promotions** for officers.
- No more **Liberty Cards** for E5s and above.
- Cutdown on paperwork and red tape through **Project Scrap**.
- **All CPOs appointed permanently**, with no probationary period as Acting CPO.

Now called the Master Chief Petty Officer of the Navy, the top enlisted man was chosen from a field of 11 of the Navy's most senior chief petty officers in January 1967. His primary job is to help place the average Navyman's ideas and suggestions before the policy-makers. He provides a direct link between the Navy Department and the individual sailor. See ALL HANDS, March 1967, page 8.

- *Automobile financing through Credit Union*—A new program established jointly by the Navy Ship's Store Office and the Navy Federal Credit Union will save many Navymen overseas a lot of money when they purchase a new U.S.-manufactured automobile.

With the overseas Navy Exchanges selling the cars, Navymen can save up to 20 per cent on the price of the car. And, of course, the Credit Union's low financing charge is an additional benefit.

- *Allotments*—Until last year, the pay items from which allotments could be made were only those which were credited on a continuous basis. Beginning in June 1966, the Secretary of Defense expanded the items of pay from which allotments can be made by Navymen overseas and aboard ships.

The new items from which allotments may be made include: Hazardous duty pay (submarines and aviation); sea duty and foreign duty pay; proficiency pay; family separation allowance; diving pay. For more details, see ALL HANDS, August 1966.

- *Habitability* — Throughout the Fleet, ships are becoming more comfortable, even more attractive places to work and live. Increased habitability is a priority project on an increasing number of ships.

Such items as paneled mess decks, walk-in ships stores, and central air-conditioning are becoming familiar sights to many Navymen. One example of the Navy's efforts to increase habitability on its ships is the delivery of thousands of air-conditioning units to ships in Vietnam waters. As reported in the January issue of ALL HANDS, page 38, 5300 self-contained air-conditioning units were sent to Forces Afloat for immediate installation.

It is also notable that all ships under construction now, as well as those slated for future construction, will be air-conditioned throughout living and working areas.

- *Air travel*—In past months, it has become easier than ever for servicemen to travel by plane, through the programs sponsored by commercial airlines cooperating with the Department of Defense.

Just about every airline offers a serviceman in uniform a 50 per cent discount off the price of a regular airline ticket if he wishes to travel in a standby status. He must, of course, travel in uniform, and have the proper form with him (DD Form1580, Military Standby Authorization for Commercial Air Travel).

In addition, there are three standby priorities for the Navyman in uniform — emergency leave, convalescent or combat leave, and regular leave or liberty. All board ahead of other types of standbys, such as students.

There are also many airlines which offer reduced rates other than the usual 50 per cent standby rate for military travelers. These fares are usually higher than the standby figure, but they offer an important feature—confirmed reservations. (See ALL HANDS, May 1967, for more details about leave and liberty travel.)

- *Faster awards*—Recently, a special committee studied the Navy's awards system, and concluded it needed a bit of streamlining. As a result, the time lag between a heroic act and presentation of a medal has been shortened.

The approved changes to the system include broader delegation of authority to award decorations; revised composition of the Board of Decorations and Medals; additional combat and meritorious unit awards, and modification and simplification of award procedures.

- *Bachelor housing*—Housing for unmarried Navymen has been steadily improving in recent years. Future improvements will provide increased square footage for each Navyman ashore, among other things. More details can be found elsewhere in this issue.

HOW DID IT START

Society of Sponsors

A lady chosen to christen a U. S. Navy fighting ship has much to look forward to. The tension and excitement of the military ceremony. The speeches. The music. The thrill of sending the ship sliding down the ways with one splat of a champagne bottle. The sopping-wet dress.

She is also eligible to join an exclusive organization called the Society of Sponsors of the United States Navy. Should she join the group, all of whose members have christened a Navy fighting ship, she would be in some elite company. The Society's 800 members include such distinguished names as Eisenhower, Johnson, Truman, and Roosevelt.

The Society has been a going concern since 1908, when Mrs. Keith Frazier Somerville, who sponsored the armored cruiser *Tennessee*, and Mrs. Mary Campbell Underwood, sponsor of the light cruiser *Birmingham*, joined 12 others in forming the group.

Although the members take on many Navy-oriented projects, their primary concern is a scholarship program which prepares young men for the Naval Academy by paying for their preparatory schooling. The amount of the donation varies with the young man's need. Funds come from membership dues.

Five young men are receiving special instructions now, with nine alumni presently attending the Naval Academy.

Those eligible for scholarship help are high school seniors with good grades, preferably with a service background.

The Society's members, who are scattered throughout the country, travel to Washington, D. C., each May for meetings and an annual luncheon.

Now's the Time to Be Thinking About Operation Deep Freeze

YOU SAY it's a hundred degrees in the shade and your air-conditioner just broke down and you'd go to the beach only you know your car would overheat and then you'd be stuck out on the road and the mosquitoes would eat you alive and you wish you could find a way to keep cool?

Read on, this might interest you.

The Navy is now accepting applications from volunteers for duty with Operation Deep Freeze. Here are the details.

Deadline for the applications is 15 September for deployment to Antarctica which will take place about September 1968. Those selected to winter-over will remain in Antarctica until November 1969.

There are other rewards for Deep Freeze duty besides having a great place to cool your heels.

Navymen who have duty with Operation Deep Freeze are eligible to receive the Antarctic Service Medal. Upon completion of wintering-over, the Navy makes every effort to assign its Antarctic veterans to the duty of their choice when consistent with the needs of the service if, when submitting duty preferences, personnel are eligible for the duty requested.

Here is a list of grades and officer designators which are required for the wintering-over party:

13XX CDR (Commanding Officer).

153X/13XX LT and below, with meteorological experience.

13XX LCDR or LT, ground control approach or CIC experience desirable.

110X LT and below, communications experience.

210X LCDR or LT including flight surgeon; previous surgical experience and prior active duty most desirable.

220X LT
310X LT and below
410X LT
510X/570X LT and below
849X
798X

The following ratings are required for the wintering-over party: *ET/ETN/ETR, *RM, YN, PN, SK, DK, CS, SH, SH-3122, SN, EM, IC, EN, DC, BT, MR, SF, FN, CE, CM, EA, EO, BU, SW, UT, CN, *AG, AB, ABF, AC, PH, *HM, DT.

Officers and enlisted men selected for the wintering-over party will spend about one year in the Antarctic.

The following is a list of grades and designators of officers to be selected for duty with Air Development Squadron Six (VX 6). About 25 officers will be selected and three of these will be assigned to the wintering-over party:

13XX CDR and below, experience in C-121, C-117, CH-34, C-130 or C-47 aircraft.

132X LT and below, experienced aerial navigators.

31XX LCDR and below
711X
741X
831X
680X LT/LTJG
685X CDR
685X LT/LTJG

A total of about 100 men in the following ratings will be assigned to VX 6—20 of whom will be selected to remain through the winter. The remainder will be retained in Air Development Squadron Six for a normal tour consisting of two full summer deployments with Operation Deep Freeze 69 and 70 (September 1968 through March 1969 and September 1969 through March 1970):

RM, CYN, YN, PN, SK, DK, CS, JO, SN, AD, ADJ, ADR, AT, ATR, ABH, ABF, AE, AM, AMS, AMH, AME, PR, AK, PH, AN, AZ, HM, DT, SD, TN, ATN, AS, SH, AFCM.

Although the Navy prefers that the men going to Antarctica be volunteers, non-volunteers will be sent if there is an insufficient number of volunteers. Here are the qualifications for Antarctic service:

- Antarctic Support activities personnel must have 24 months of obligated service from December 1967, or sign an agreement to extend in order to have 24 months of obligated service before transferring from their present command.
- Naval Reservists and personnel who will be eligible for transfer to the Fleet Reserve must agree to remain on active duty for 24 months from December 1967 before they can be transferred from their present command.
- Air Development Squadron Six volunteers must have 24 months' obligated service from April 1968 or extend in order to have the necessary obligation. Naval Reservists and those eligible for transfer to the Fleet Reserve must also agree to remain on active duty for 24 months from April 1968.
- Everyone selected must have a clear record reflecting sound moral character and professional dedication. Any past, current, or pending domestic or indebtedness problems will be disqualifying.
- Applicants must be recommended by their commanding officer on the basis of performance, technical skill, resourcefulness, versatility and interest.
- Applicants must meet the physical standards for entrance into the naval service which are listed in Chapter 15 of the *Manual of the Medical Department*. The object of the rigorous physical requirements is to obtain men who are both physically qualified and temperamentally adaptable to the conditions of Antarctic service.
- The records of candidates for Air Development Squadron Six in the ratings of SK, RM, CYN, YN, AD, AT, AE, AM, AK, PH, and AZ will be examined to determine whether there is evidence which would preclude a SECRET security clearance. A background investigation will be required if one has not been conducted under the provisions of OpNav Inst 5510.1C. Also, volunteers for VX 6 must not be on effective Seavey.

Applications will be forwarded by your commanding officer and reviewed by the Commander U. S. Naval Support Force, Antarctica.

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*ET/ETN/ETR—in addition to general ET/ETN/ETR ratings, applicants with NEC ET-1577 are desired.

*RM—in addition to general RM ratings, applicants with NEC RM-2303 and RM-2342 are desired.

*AG—graduates of "B" School most desirable.

*HM—graduates of "B" School most desirable.

Those best qualified for Deep Freeze duty will be ordered by the Chief of Naval Personnel to the Naval Station, Wash., D. C.; Commander, Antarctic Support Activities, Davisville, R. I.; or to the Naval Station, San Francisco, Calif., for further screening and assignment.

Enlisted personnel found not qualified will be made available to the Chief of Naval Personnel under the provisions of chapter 20 of the *Enlisted Transfer Manual.*

Officers will be ordered to the above stations on TAD for final screening. All officers will be returned to their permanent duty stations to await the results of the screening. Those selected will be ordered between early April and mid-May 1968 for three to five months of special training at Davisville or Quonset Point, R. I.

Personnel to replace those disqualified for Antarctic duty after training begins will be ordered between May and September 1968.

Full details concerning solicitation of volunteers for the U. S. Antarctic Program for 1968 and 1969 can be found in BuPers Notice 1300 of 24 Apr 1967.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, BuPers Instructions and BuPers Notices that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; BuPers Instructions and Notices apply to all ships and stations.

Note: The following listing covers a two and one-half month period.

Alnavs

No. 12—Discussed the Court of Military Appeals' decision regarding admissibility of pretrial statements of accused.

No. 13—Announced convening of selection boards to recommend officers in the grade of captain on active duty (except TARs) for promotion to the grade of rear admiral.

No. 14—Announced distribution of a new type of enlistment contract effective 1 July.

No. 15—Required that certain stocks of sweet potatoes be placed in a hold status.

No. 16—Required that certain drugs be suspended from issue and use.

No. 17—Quoted a letter from the Secretary of the Navy to the president of the 1968 flag selection board.

No. 18—Announced the convening of a special selection board for the selection of officers to the restricted line with designations as engineering duty officers.

No. 19—Quoted the President's Memorial Day message to the armed forces.

No. 20—Encouraged each member of the Navy Department to participate voluntarily in the payroll savings bond plan.

No. 21—Announced approval by the President of the names of those nominated for promotion to the grade of rear admiral.

No. 22—Announced removal of travel restrictions in certain mid-east areas.

No. 23—Announced approval by the President of the names of those nominated for promotion to rear admiral (staff).

No. 24—Discussed transfer of expense type items from APA to NSA.

No. 25—Discussed appropriation accounting procedures for fiscal year 1968.

No. 26—Announced removal of additional travel restrictions to certain areas in the mid-east.

No. 27—Discussed a new policy of administration and distribution of O&M funds via military command channels.

L. R. Silva, PN3, USN

"As part of your indoctrination, I am going to give you a color perception test."

No. 28—Announced removal of additional travel restrictions to certain areas in the mid-east.

No. 29—Discussed appropriation accounting procedures for fiscal year 1968.

No. 30—Contained farewell message of departing Secretary of Navy Paul H. Nitze.

No. 31—Provided for equal opportunity for military personnel in rental of off-base housing in the Washington, D. C. area.

No. 32—Announced the death of Admiral William M. Fechteler.

No. 33—Announced the convening of selection boards to recommend line officers (except TARs and retired officers) for promotion to the grade of captain and commander.

Instructions

No. 1120.18M—Outlines the eligibility requirements and processing procedures whereby USN personnel may seek appointment to warrant or commissioned status through the warrant officer and limited duty officer programs.

No. 1133.19—Emphasizes the importance of command influence in the motivation of junior officers to seek a naval career.

No. 1300.38—Discusses Department of Defense policies concerning deferment of military personnel from Vietnam duty, and establishes procedures to implement these policies.

No. 1300.35B—Discusses policy and procedures for the designation and assignment or discharge of those designated as sole surviving sons.

No. 1720.2—Provides for the distribution of naval activity information brochures and related material to those who have received orders, and discusses general distribution procedures.

No. 4650.14B—Provides guidance to be used in arranging transportation for naval personnel and others.

No. 5760.1—Invites attention to the services performed by the Navy Wives Clubs and enjoins commanding officers to assist local branches.

No. 7040.3A—Describes the services provided by the Navy Relief Society and reemphasizes the importance which the Chief of Naval Personnel attaches to the welfare and peace of mind of the families of naval personnel.

Notices

No. 1306 (19 April)—Announced change 12-3 to the *Enlisted Transfer Manual.*

No. 1300 (24 April)—Solicited volunteers to participate in the Navy's support of the U. S. Antarctic program in 1968-69.

No. 1650 (24 April)—Announced the names of ships and units which have been recently awarded the Navy Unit Commendation.

No. 1800 (1 May)—Discussed policies and procedures governing temporary limited duty officers in the grade of lieutenant who are not selected for permanent limited duty officer status.

No. 1418 (4 May)—Discussed advancement opportunities in connection with the August 1967 Navy-wide advancement examination.

No. 1650 (5 May)—Provided instructions for the requisition and distribution of the National Defense Service Medal, now available for issue to eligible USN and USNR personnel.

No. 1306 (8 May)—Announced a change in the normal shore tour lengths for AX rates.

No. 1421 (8 May)—Provided authority for effecting promotions to the grades of commander, lieutenant commander and lieutenant.

No. 1120 (10 May)—Announced the selection of individuals for appointment to Warrant Officer W-1.

No. 1020 (12 May)—Discussed a change in *U. S. Navy Uniform Regulations* concerning the wearing of the uniform by members of and persons honorably discharged from the armed service.

No. 1650 (15 May)—Provided instruction for the requisition and distribution of the Vietnam Service Medal, which is now available for issue to eligible personnel on active duty.

No. 1120 (22 May)—Announced the selection of persons recommended for appointment in the grade of ensign, Medical Service Corps, USN, and notified those recommended for appointment but whose appointments will not be tendered until further input requirements into the Medical Service Corps have been determined.

No. 4600 (24 May)—Discussed instructions for computation of leave and travel time in connection with temporary additional duty orders.

No. 1421 (26 May)—Provided the authority for making promotions to the grade of lieutenant.

No. 4050 (26 May)—Furnished information regarding taxable and dutiable status of personal property imported to the Republic of the Philippines by members of the United States armed forces.

No. 1500 (31 May)—Discussed the Associate Degree Completion program and announced the names of those selected to participate in the FY 1968 pilot program.

No. 3760 (1 June)—Announced interim reporting procedures for the flight activity of naval officers (code 132X, 6XXX).

No. 5215 (5 June)—Issued an advance change to the *BuPers Manual* concerning a change in procedure for submission of requests for voluntary ending of flight status.

No. 1070 (9 June)—Issued an advance change to the *BuPers Manual* to provide instructions for the preparation and distribution of the Enlistment Contract (DD Form 4).

No. 1221 (9 June)—Announced changes to the *Manual of Navy Enlisted Classifications,* effective 1 July.

No. 6710 (13 June)—Initiated a service-wide program to counteract the increasing personal experimentation with LSD, marijuana and other dangerous and illegally possessed drugs.

No. 1326 (14 June)—Reaffirmed the necessity for strict compliance with the applicable provisions of those portions of the *Enlisted Transfer Manual* and BuPers Instructions, and reemphasized the need for maximum coordination between transferring, intermediate and receiving activities of enlisted personnel ordered to mobile ultimate duty stations.

No. 1336 (28 June)—Informed all ships and stations of the availability of a new standardized Special Request Authorization Form developed for Navy-wide use.

No. 1531 (3 July)—Provided authority to nominate USN enlisted men as candidates for the Naval Academy for the class entering in June 1968.

Defense Service Medal Is Available for Issue

National Defense Service Medals are now available for issue to Navymen who served in any of the Armed forces after 31 Dec 1960. Those who served after 26 Jun 1950 and before 28 Jul 1954 are also eligible.

Other requirements include honorable service and extended active duty. All who served after 31 Dec 1960 and became eligible for the Armed Forces Expeditionary Medal or the Vietnam Service Medal are also qualified to receive the National Defense Service Medal.

Navymen who have qualified

Solutions to These Problems Are in the Bag

In recent months several underwater recovery devices, designed to prevent the loss of expensive test equipment, have been evaluated in the Bahamos.

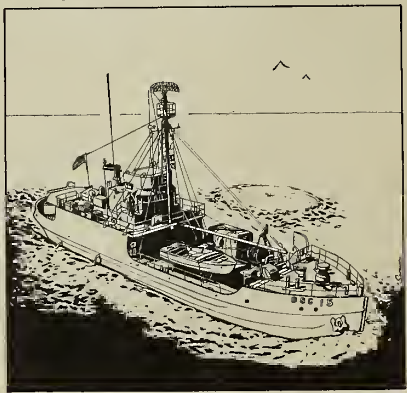
The evaluations were conducted by scientists aboard the research vessel *USS Littlehales* (AGSC 15).

One of the devices tested was a flotation system for acoustic transducers, valued at about $30,000 each. In case you're wondering what they are, these transducers are sonar devices, usually towed at a depth of about 100 feet for the purpose of avoiding interference from shipboard noises.

The recovery apparatus consists primarily of two rubber flotation bags which are released automatically if the towline breaks. As added insurance, a signal light flashes and a pinger begins to operate.

The flotation bags must inflate quickly. Otherwise the 2000-pound transducer would plummet to a depth of 500 feet and more, and the outside pressure would prevent inflation.

The engineers also experimented with a gas generator, designed to inflate the flotation bags even under high pressures. For this experiment hydrazine gas, which had been useful in earlier recovery missions, was used.



twice for the national defense award by virtue of service in both the 1950-54 and post-1960 periods are entitled to wear a bronze star three-sixteenths of an inch in diameter on the medal's suspension ribbon and on the ribbon bar. The star may be purchased at most uniform shops.

Those who served on temporary active duty as members of boards, courts, commissions or similar organizations are ineligible to receive the medal as are those who were placed on active duty for the sole purpose of undergoing a physical examination.

Guard or Reserve personnel on short tours of active duty to fulfill training obligations are also ineligible. This does not, however, exclude Guards or Reservists from receiving the National Defense Service Medal if they also earned the Armed Forces Expeditionary Medal or the Vietnam Service Medal after 31 Dec 1960.

Navymen who meet the requirements for the award should make their eligibility known to the activity which has custody of their service record. The medal will then be distributed without further action on the part of the individual.

Medals which are requested for men who are subsequently transferred to a new duty station will be forwarded to the recipient's new commanding officer for delivery.

The replacement cost of medals which are lost or damaged through neglect will be one dollar. Requests for replacement should be made by letter to the Chief of Naval Personnel. Remittances should be made payable to the Bureau of Naval Personnel.

Details concerning supplies of the National Defense Service Medal and administrative procedures to be employed in distributing the award are described in BuPers Notice 1650 of 9 May 1967.

Follow the Route to LDO Commission Through WO Program

ENLISTED MEN en route to a commission as a limited duty officer must now travel through the Warrant Officer Program. Henceforth, only warrant officers in grades W-2 and W-3 will be commissioned Ensign (Temporary), USN in the Limited Duty Officer Program.

However, outstanding chief and first class petty officers (pay grades E-7 and E-6) of the Regular Navy can still apply for the Warrant Officer Program. Those who are accepted will be assigned to duty in grade W-1 in the technical field indicated by their enlisted rating.

Selectees (except supply clerks) will be given about eight weeks' training at an officer indoctrination school. This will be followed, if necessary, by technical training. Supply clerks will receive a six-month course which includes officer indoctrination at the Navy Supply Corps School, Athens, Ga.

Navymen considering this path to a commission will find that a number of changes have been made in the qualifications for the Warrant Officer Program.

Now, for example, a petty officer, first class, must have served at least one year in grade on 1 October (formerly 1 November) of the year in which he applies.

The age range in which a man may apply for the program has been narrowed since last year. An applicant still must be at least 23 years old when he applies but he cannot have reached his 31st (formerly 39th) birthday as of 1 July of the calendar year in which he applies.

An applicant must have completed at least six years of service. He cannot, however, have had more than 14 years (formerly 20 years) of active naval service (including Marine Corps, and Coast Guard when operating as a part of the Navy). Active duty training in the Reserves is not counted toward this maximum.

Physical qualifications remain the same as before. Applicants must meet the standards prescribed in the *Manual of the Medical Department.*

Those applying for warrant officer designators 713, 714, 723, 724 and 733 cannot have defective color perception. This requirement will not be waived. Other physical defects which are minor and nonorganic in nature may be waived by the Chief of Naval Personnel.

Other eligibility qualifications specify that an applicant must be a citizen of the United States and be serving in the Regular Navy when his application is submitted.

He must be a high school graduate or possess the service-accepted equivalent of a high school education. Applicants must be recommended by their commanding officer.

Warrant Officer applicants must also take the Officer Selection Battery Examination which tests their ability in verbal analogies, arithmetic reasoning, mechanical comprehension, naval knowledge, English, mathematics, science and history or social science.

Petty officers first class who apply for the Warrant Officer Program must also complete all performance tests, practical factors, training courses and service schools required for advancement to chief petty officer. They must also successfully compete in the August E-7 examination.

All applicants for warrant officer are interviewed—usually by a board composed of three officers. During the interview, the applicant's personal qualifications and motivations are assessed.

Enlisted men who are appointed to the rank of warrant officer (W-1) may apply for a commission in the Limited Duty Officer Program after they have advanced to grade W-2. Warrant officers in grade W-3 may also apply.

This procedure, as mentioned before, is a departure from past years when LDOs were selected directly from the ranks of senior enlisted men in the Regular Navy. Now, only warrant officers who were originally appointed after 31 Dec 1964 will be appointed ensigns (temporary) in the LDO Program.

Applicants must meet the physical qualifications in the *Manual of the Medical Department.*

Warrant officers who apply for LDO may now request any category for which they consider themselves best qualified. Applications must reach the Bureau of Naval Personnel between 1 November and 10 January.

Full details concerning in-service procurement for appointment under the Warrant Officer and Limited Duty Officer Programs can be found in BuPers Inst 1120.18M of 3 May 1967. Check your personnel office.

A Report for the Navy Family En Route to Whidbey Island

NAVAL AIR STATION Whidbey, located on a sheltered island in Puget Sound, is the home of the Pacific Fleet's heavy attack squadrons, and several patrol squadrons.

The base is actually composed of two separate bases, the landplane base, called Ault Field, and the Seaplane Base.

Although there will no longer be seaplanes operating from Whidbey, the base facilities will remain. The hangars and other structures related to the support of the seaplanes are being used for other purposes.

The two bases are located five miles apart, near the city of Oak Harbor, Wash., a town with a population of about 5000.

Here's a report of living conditions for the Navyman assigned to NAS Whidbey.

Oak Harbor is about 90 miles north of Seattle, and about the same distance south of the Canadian border.

The air station was established in September 1942, and Navymen—and their dependents—have been enjoying their tour of duty there ever since. It is located in the lee of the Olympic Mountain rainshield, which apparently accounts for the favorable flying weather which exists 96 per cent of the time.

NAS Whidbey was originally planned as a temporary base for World War II patrol plane operations, rocket firing training, recruit and petty officer training, and torpedo overhaul.

After the war, the station went into a reduced operating status until 1949, when it became an all-weather station supporting Fleet and Alaskan operations. The pace of expansion and operations was stepped up during the Korean conflict, and Whidbey kept growing.

If you have orders to Whidbey, you would do well to write to the Family Services Center which has been established there to assist you with relocation and other problems.

The Center can provide you with a hospitality kit containing essential household items such as kitchen utensils and bedding, to help you get settled.

The Center also has established a sponsor program. If you request, someone will be assigned to act as your sponsor to help you locate housing, or provide any other assistance you might need. Meanwhile, here is some general information which will serve as a brief introduction.

Housing

Government housing at Whidbey consists primarily of on-base housing, and there is a rather long waiting list. You can get on the list up to three months before your reporting date by writing to the housing officer, NAS Whidbey Island, for an application.

There are 205 married officers' quarters, and 700 units for married enlisted men who are E5 and above, or who are E4 with four years' service. 200 inadequate public quarters also are available for nonrated personnel, and E4s with less than four years' service.

390 of the enlisted units, and 160 of the officer units are Capehart housing, completed in 1961.

Fleet and shore-based personnel have equal opportunity for assignment to government quarters.

Occasionally, temporary quarters are available in the "Victory Homes" tract for use until permanent government quarters become available.

Except for a small number of units reserved for personnel filling key billets, housing is assigned to officers on a point system based primarily on seniority. All assignments of enlisted units are on a first-come, first-served basis.

Also at Whidbey are parking facilities for 68 house trailers.

Sayward C. Sherburne, YN2, USN

Civilian housing within commuting distance is difficult to find. Therefore you should, if possible, arrange for housing before you take your dependents to the Whidbey area.

Private rentals, when available, are generally three-bedroom houses, unfurnished, with prices ranging from about $125.00 per month and higher. You may find smaller and cheaper rentals, depending on your personal desires. There are a few homes available for purchase, and there are some trailer courts if you wish to buy or rent a mobile home.

Medical

The Station Hospital is located at the Seaplane Base, and the Dispensary is at Ault Field. Dependent patients are seen by appointment only (except emergencies) at the Family Clinic at the Ault Field Dispensary.

Obstetrical and gynecological patients are seen at the Station Hospital. Appointments are necessary at this clinic. Emergencies will be seen at the Station Hospital at any time.

The Dental Clinic is located in the Ault Field Dispensary. Appointments are given after a dental examination has determined the extent of the patient's needs.

Commissary

The commissary store is located in Building 13 on the Seaplane Base. A wide selection of groceries is available, even though the commissary is small in size. The commissary is closed on Mondays.

Navy Exchange

Whidbey's Navy Exchange is the largest and most complete in the 13th Naval District. The Main Exchange is located in Building 21 on the Seaplane Base, and most of its services are available under one roof.

Additional exchange outlets have been established in various locations throughout Ault Field, the Seaplane Base, and enlisted Capehart housing area. Regular pickup and delivery service also is available at all barracks and housing areas for laundry, dry cleaning, and tailoring services.

The Navy Exchange at Whidbey also runs other facilities, which include barber shops, beauty shop, cafeteria and snack bars, check cashing service, cobbler shop, golf pro shop, photo finishing service, automobile service stations, thrift shop, and watch repair facility.

The Station Nursery, a nonprofit organization operated by a permanent paid staff, is located on the Seaplane Base. The fee charged, at last report, was $.35 per hour for the first child, and $.05 extra per hour for each additional child. Children must be at least three months old.

What to Wear

The temperature at Whidbey rarely drops below freezing in winter, and seldom climbs above the low eighties in summer. Evenings in the summer are cool enough for a sweater after sundown. Warm clothing is advisable for the winter, since the wind off Puget Sound makes the temperature seem colder than it actually is.

There is rainy weather in the winter, but it seldom rains hard enough or long enough to make a raincoat necessary. A topcoat is more suitable.

Schools

School facilities at Whidbey are excellent through the 12th grade. Oak Harbor has its own elementary, junior high and senior high school systems. There are also two elementary schools located at the Naval Air Station.

The Skagit Valley Junior College offers extension courses at the high school.

Recreation

Whidbey's recreation facilities are excellent. There is an 18-hole golf course. Golf clubs and carts are issued free to military men and can be rented for a small fee by dependents.

For the bowling fan there is a six-lane alley at Ault Field and a four-lane alley at the Seaplane Base. There is an indoor swimming pool, and two hobby shops (woodworking and auto).

At Whidbey's Swami Stables you can rent a horse for a dollar an hour and have access to 100 acres of open and wooded bridle trails. A rod and gun club is active, and Whidbey's location in one of the best hunting and fishing areas in the world assures the enthusiast of many enjoyable hours.

List of New Motion Pictures Available to Ships and Overseas Bases

The list of recently released 16-mm feature movies available from the Navy Motion Picture Service is published here for ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

Monkeys, Go Home! (C): Comedy; Maurice Chevalier, Dean Jones.

Dr. Goldfoot and the Girl Bombs (C): Comedy; Vincent Price, Fabian.

Doctor, You've Got to be Kidding! (WS) (C): Comedy; Sandra Dee, George Hamilton.

Dead Heat On a Merry-Go-Round (C): Drama; James Coburn, Camilla Sparv.

The Brides of Fu Manchu (C): Melodrama; Christopher Lee, Douglas Wilmer.

Arrivederci, Baby! (WS) (C): Comedy; Tony Curtis, Rosanna Schiaffino.

Murderers' Row (C): Melodrama; Dean Martin, Ann-Margret.

Oh Dad, Poor Dad, Mama's Hung You in the Closet and I'm Feelin' So Sad (C): Comedy; Rosalind Russell, Robert Morse.

From Hell to Borneo (WS) (C): Melodrama; George Montgomery, Julie Gregg.

Khartoum (WS) (C): Adventure Drama; Charlton Heston, Laurence Olivier.

The Liquidator (WS) (C): Melodrama;; (WS) (C): Trevor Howard, Rod Taylor.

The Vulture: Drama; Robert Hutton, Akim Tamiroff.

Gunfight in Abilene (WS) (C): Western; Bobby Darin, Emily Banks.

Alvarez Kelly (WS) (C): Melodrama; William Holden, Richard Widmark.

Warning Shot (C): Drama; David Janssen, Steve Allen.

40 Guns to Apache Pass (C): Action Drama; Audie Murphy, Michael Burns.

Country Boy (WS) (C): Musical; Randy Boone, Sheb Wooley.

The Texican (WS) (C): Western; Audie Murphy, Broderick Crawford.

Rage (C): Drama; Stella Stevens, Glenn Ford.

The Wrong Box (C): Comedy; John Mills, Ralph Richardson.

Return of the Seven (WS) (C): Melodrama; Yul Brynner, Robert Fuller.

Red Tomahawk (C): Drama; Howard Keel, Joan Caulfield.

The Spy With a Cold Nose (C): Comedy; Laurence Harvey, Daliah Lavi.

The Terrornauts (C): Science Fiction; Simon Oates, Zena Marshall.

The Caper of the Golden Bulls (C): Drama; Stephen Boyd, Yvette Mimieux.

Where the Bullets Fly (C): Melodrama; Tom Adams, Dawn Addams.

The Cool Ones (WS) (C): Musical Comedy; Roddy McDowell, Gil Peterson.

Easy Come, Easy Go (C); Musical; Elvis Presley, Dodie Marshall.

Is Paris Burning? (WS): Melodrama; Leslie Caron, Orson Welles.

The Busy Body (WS) (C): Comedy; Sid Caesar, Robert Ryan.

The Deadly Bees (C): Drama; Suzanna Leigh, Frank Finlay.

Welcome to Hard Times (C): Action Drama; Henry Fonda, Janice Rule.

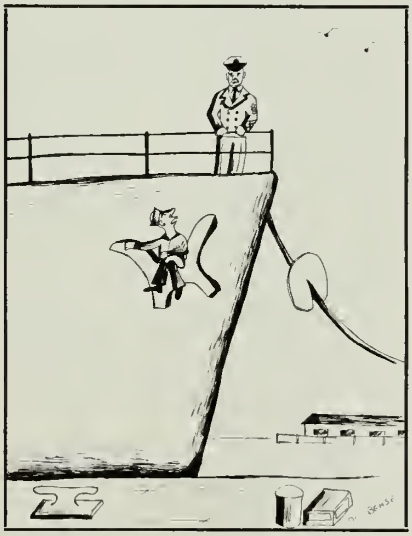
After the Fox (WS) (C): Comedy; Victor Mature, Peter Sellers.

Penelope (WS) (C): Comedy; Natalie Wood, Ian Bannen.

The Man Called Flintstone (C): Feature Cartoon.

The Fighting Prince of Donegal (C): Melodrama; Peter McEnery, Susan Hampshire.

ENS Dale C. Behse, USNR



"But you said I was to be on the anchor watch!"

Here's Progress Report (Slow But Steady) in Bachelor Housing

PROVIDING adequate housing for bachelor U. S. servicemen within a limited framework is a problem of long standing in the Department of Defense.

The problem has particular significance to the Navy because it has more bachelors than any of the armed services. Steps have been taken, however, to improve the condition of Navy bachelors living ashore.

In August 1965, for example, OpNav Inst 11012.2 gave high priority to providing adequate housing to Navy bachelors and established new criteria defining adequacy.

As a result of this instruction, existing quarters were remodeled and new construction was designed to conform to the criteria.

However, because of fund shortages, most Navy bachelors can testify from their own experience that living conditions ashore continued relatively unchanged.

In December 1966, a tri-service steering committee was established to develop (by architectural and engineering contract) new DOD definitive designs for bachelor officer quarters and bachelor enlisted quarters. These "definitives", expected to be in use beginning with the fiscal year 1969 program, will provide the following:

- Enlisted men in pay grades E-2 through E-4 will live in three-man rooms in a building having central head facilities. Each man will occupy between 90 and 105 square feet of floor space.
- Those in pay grades E-5 and E-6 will be entitled to two-man rooms having an adjacent bath. Each man will rate from 135 to 155 square feet of floor space.
- Men in pay grades E-7, E-8 and E-9 will be entitled to a private room and bath, and will be allotted between 275 and 350 square feet of floor space per man.

The square footage designated for each man includes his sleeping and storage space as well as head facilities.

The new criteria for bachelor officers specify that:

- Those in grades 0-2 and below will be entitled to a 360-square-foot combination sleeping/living room and a bath.
- Construction for officers 0-3 and above will not be authorized except to meet essential mission requirements. (When required, an officer in the 0-3 grade or above will be provided 500 square feet containing a private living room, bedroom, bathroom and kitchenette.)

On 1 Jul 1967, commanding officers began an assessment of quarters and duty requirements. If necessary, they will begin authorizing payment of basic allowance for quarters when minimum standards of adequacy cannot be met.

Former cost limitations on bachelor housing have been raised from $1850 per enlisted man to $2300 for FY 1968 construction. The $7000 limitation per man for officers was increased to $8500. The Office of the Secretary of Defense has proposed an increase to $2900 for bachelor enlisted quarters and $10,200 for bachelor officer quarters.

New and better quarters will not, of course, spring up overnight. Little change, in fact, will be felt until FY 1969 or later.

No miracles have been accomplished since the SecNav Task Force on Personnel Retention made its housing recommendation or since the new adequacy criteria were defined in OpNav Inst 11012.2 in 1965.

Nevertheless, there has been a slow but steady improvement. Considerable renovation and new construction were authorized in the fiscal year 1966 and FY 1967 budgets. The FY 1968 projects are being designed to existing criteria; however, these facilities will adapt to the FY 1969 criteria by simply reducing capacities in most cases.

The boom in Navy housing to which every bachelor Navyman looks forward, it is hoped, will make itself felt after next July with improvement continuing in the years that follow.

Dependents in Philippines

If your family resides in the Philippines while you serve a tour in Vietnam, you may be required to pay duty on your household goods and your dependents may lose their exchange and commissary privileges for the duration of their stay.

Because of the conditions of the Military Bases Agreement between the U.S. and the Republic of the Philippines, dependents receive the normal exemptions and privileges only if they are accompanied by the sponsoring Navyman. This holds true whether the dependents were sent to the Philippines at government expense or paid their own way.

For more information see CincPac Fleet message 030030Z of May 1967 or your personnel office.

Correspondence Courses

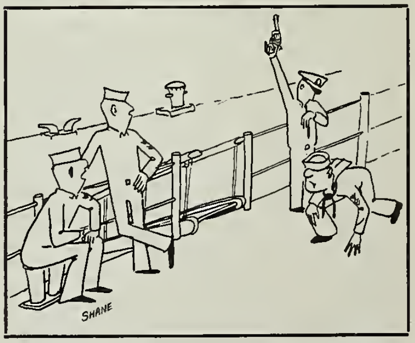
Three enlisted correspondence courses have been revised, and a new enlisted course is now available. There is also a new officer correspondence course.

The new courses are *Aviation Maintenance Administrationman 1 & C,* NavPers 91499, and the officer course *Decedent Affairs,* NavPers 10514.

The revised enlisted courses are:

- *Aviation Boatswain's Mate E 1 & C,* NavPers 91672-A; supersedes NavPers 91672.
- *Construction Mechanic 3 & 2,* NavPers 91579-1C; supersedes NavPers 91579-1B.
- *Aviation Electronics Technician 1 & C,* NavPers 91615-D; supersedes NavPers 91615-C.

Michael L. Shane, FTG1, USN



"A real live wire, and a stickler for being on time. He always gets ready for liberty when we're three miles out."

This Completes the Listing of Ships Eligible for the AFEM

This is the final increment of a series of names of ships and units, with dates of eligibility, included in SecNav Inst 1650.1C, Change 3, dated 9 Nov 1966. It is published here for the benefit of those Navymen who have since left the ships and units listed as recipients of the awards.

Ships and units which took part in the Dominican Republic operations between 28 Apr 1965 and 30 Mar 1966, the Laos operations between 19 Apr 1961 and 7 Oct 1962, the Lebanon operations between 1 July and 1 Nov 1958, the Quemoy and Matsu Islands operations between 12 Jan 1959 and 1 Jun 1963, the Taiwan operations between 9 Jul 1958 and 30 Dec 1958, and which are listed below, are eligible for the Armed Forces Expeditionary Medal.

In earlier issues, ALL HANDS has published the names of those ships and units, with dates of eligibility, which were awarded the Vietnam Service Medal, the Navy Expeditionary Medal, the Antarctica Service Medal and the Armed Forces Expeditionary Medal for services in Vietnam, Berlin, Cuba, and the Congo. Additional lists will be printed from time to time as further information becomes available.

Eligibility dates of those ships and units listed in the August 1966 issue of ALL HANDS are not repeated here. This is a supplement to that list.

The implementing instruction, SecNav Inst 1650.1C, also includes a list of ships and units eligible for the Navy Unit Commendation during the period from World War II to Vietnam. This NUC list will not be printed, nor will the Marine Corps Expeditionary Medal list, which may be found in Change 2.

Partial lists of ships and units eligible for the AFEM for operations in Vietnam, Berlin, Congo, Taiwan, Quemoy, Laos, Lebanon and Cuba were published in the July 1964, October 1965 and August 1966 issues of ALL HANDS.

This current series of reports includes only those ships and units to be found in the latest addition to SecNav Inst 1650.1C (Change 3 of 9 Nov 1966). If your ship or unit is not included, check the above-mentioned issues of ALL HANDS or the SecNav Notices of 2 March, 3 March and 23 March 1966. Also check the other listings in the SecNav Instructions or Notices of the 1650 series.

Details of the eligibility requirements of the Armed Forces Expeditionary Medal may be found on pages 59-60 of the August 1966 issue of ALL HANDS.

Now here's the latest list of ships and units eligible for the Armed Forces Expeditionary Medal.

Dominican Republic

Bluebird (MSC 121)
5 July-8 Aug 1965; 18 September-9 Oct 1965
Bordelon (DD 881)
9-16 Jul 1965; 19 July-6 Aug 1965
Frigate Bird (MSC 191)
2 Dec 1965-29 Jan 1966
Graham County (LST 1176)
9-11 Feb 1966
Guam (LPH 9)
16-27 Feb 1966
Hummingbird (MSC 192)
1 Dec 1965-29 Jan 1966; 10-18 Feb 1966
Jacana (MSC 193)
24-27 Jan 1966; 29 January-30 Mar 1966
Kingbird (MSC 194)
7 August-9 Oct 1965
Limpkin (MSC 195)
24-27 Jan 1966; 29 January-30 Mar 1966
Meadowlark (MSC 196)
8 June-7 Aug 1965
Parrot (MSC 197)
8 June-5 July 1965; 8 August-18 Sep 1965
Suffolk County (LST 1173)
17-27 Feb 1966
Talbot County (LST 1153)
18-20 Jul 1966

Units

(Only personnel who enter the area of operations are eligible for the award.)

Airborne Early Warning Training Unit Atlantic (AEWTU)
June 1964-21 May 1965
Air Transport Squadron 7 (VR 7)
28 April-9 May 1965
Air Transport Squadron 8 (VR 8)
28 April-9 May 1965
Air Transport Wing, Pacific Staff
28 April-9 May 1965
Amphibious Atlantic Staff
4 May-6 Jun 1965
Amphibious Construction Battalion 2 (PhibCB 2) Det C
17-27 Feb 1966
Attack Squadron 76 (VA 76)
3-6 Jun 1965
Beachmaster Unit 2 (BMU 2) A Hq Co.
11 May-11 Jun 1965
Joint Task Force 122, Forward Staff
28 April-7 May 1965
Mine Division 45
1-25 May 1965

Laos

Calvert (APA 32)
27 April-6 May 1961
Fort Marion (LSD 22)
27 April-6 May 1961
Hassayampa (AO 145)
22-29 Apr 1962; 17-18 May 1962
Kawishiwi (AO 146)
19 Apr 1961-7 Oct 1962
Ticonderoga (CVA 14)
26-30 Sep 1961
Vernon County (LST 1161)
30 May-11 Jun 1962
Washtenaw County (LST 1166)
7-17 Jun 1962
Whitfield County (LST 1169)
7-17 Jun 1962
Windham County (LST 1170)
3-15 Jun 1962

Lebanon

(Including any embarked staff or unit regularly assigned during period listed.)

Ault (DD 698)
8-31 Oct 1958
Boston (CAG 1)
15 July-1 Aug 1958; 9-21 Aug 1958; 2-5 Sep 1958
Corregidor (CVU 58)
22 Jul 1958
Hale (DD 642)
20-25 Aug 1958
Harold J. Ellison (DD 864)
17-23, 28-31 Jul 1958; 4-11 Aug 1958
Haynesworth (DD 700)
8-31 Oct 1958
Hunt (DD 674)
20-29 Aug 1958
Jonas Ingram (DD 938)
21-26 Sep 1958
LCU 1467
17-21 Jul 1958; 5-23 Aug 1958; 16-30 Sep 1958
Mississinewa (AO 144)
19-23 Jul 1958; 2-8 Aug 1958; 25-29 Aug 1958; 24-26 Sep 1958
Noa (DD 841)
17-24 Jul 1958
Pawcatuck (AO 108)
26-30 Sep 1958; 13-18 Oct 1958
Randolph (CVS 15)
24-26 Sep 1958
Sagacity (MSO 469)
17 July-2 Aug 1958; 21 August-20 Oct 1958
Thornback (SS 418)
1 July-30 Sep 1958
Tripoli (CVU 64)
15 Oct 1958
Turner (DDR 834)
17 September-7 Oct 1958

Units

(Only personnel who enter the area of operations are eligible for the award.)

Amphibious Group 4 (PhibGru 4)
17 July-3 Oct 1958
Consulate General, U. S. Naval Detachment, Nicosia, Cyprus
1 July-1 Nov 1958
Fleet Aircraft Squadron (Special) 200
1 July-1 Nov 1958
Fleet Air Reconnaissance Squadron 2 (VQ 2)
1 July-1 Nov 1958
Joint U. S. Military Mission for Aid to Turkey (JusMat)
1 July-1 Nov 1958
Patrol Squadron 10 (VP 10) Det
25 July-29 Aug 1959
Patrol Squadron 21 (VP 21) Det
29 July-24 Sep 1958
Sixth Fleet
17 July-10 Aug 1958; 23-29 Aug 1958

Quemoy and Matsu Islands

Alamo (LSD 33)
6-7 Nov 1959; 10-11 Dec 1959; 20-21 Dec 1959; 19-26 Mar 1960; 15-25 Mar 1963
Ashtabula (AO 51)
9-10 Feb 1959; 3-4 Jan 1960; 11-12 Sep 1960; 27 September-1 Oct 1960
Bashaw (AGSS 24)
24 May 1961; 6-7 Jun 1961; 8-14 Sep 1961
Bauer (DE 1025)
16-19 Nov 1959; 16-21 Jan 1960; 1-2 Jun 1961; 23-24 Feb 1963
Bayfield (APA 33)
25-26 Nov 1959; 7-9 Mar 1960; 18-29 Mar 1960; 15-16 Mar 1962; 21-22 Apr 1962
Bellatrix (AF 62)
1-3 May 1962; 5-6 Jun 1962; 19-21 Jan 1963
Benner (DDR 807)
4-21 Sep 1959; 29 September-10 Oct 1959
Black (DD 666)
23-26 Jul 1959; 5 August-4 Sep 1959; 4-6 Oct 1959; 6-9 Mar 1961; 14-21 Aug 1962; 25-27 Aug 1962
Blackfin (SS 322)
12-19 Jan 1959; 2-3 Apr 1959
Blue (DD 744)
4-5 Aug 1959; 16 November-3 Dec 1962; 6-12 Dec 1962; 30 January-13 Feb 1963
Bluegill (SSK 242)
14-15 Jul 1959; 24-26 Jul 1959; 22 Dec 1961-1 Jan 1962; 2-4 Feb 1962
Boyd (DD 544)
4-29 Sep 1959; 12-21 Aug 1960; 28 August-8 Sep 1960; 8-10 Oct 1960
Braine (DD 630)
5 March-14 Apr 1962
Bream (SS 243)
21-22 May 1959; 4-5 Apr 1961; 8-9 Jan 1963; 22-23 Jan 1963
Brinkley Bass (DD 887)
1-16 May 1960; 28 May-8 Jun 1960
Calvert (APA 32)
25-26 Feb 1961; 6-7 Mar 1961
Capitaine (AGSS 336)
8-16 Mar 1963; 12-13 May 1963
Carpenter (DDR 825)
20-22 Sep 1959; 30 September-1 Oct 1959; 15-17 Nov 1959; 3-4 Dec 1959; 21-23 Oct 1962; 15-16 Nov 1962
Castor (AKS 1)
17-19 Jan 1959; 5-8 Feb 1959; 17-20 Apr 1959; 9-11 May 1959; 9-14 Jul 1959; 31 July-3 Aug 1959; 11-14 Aug 1959; 31 October-2 Nov 1959; 17-21 Jan 1960; 7-17 Feb 1960; 26-29 Apr 1960; 14-16 Jun 1960; 7-10 Jan 1961; 5-7 Feb 1961; 29-31 Mar 1961; 15-18 Apr 1961; 23-25 Apr 1961; 14-17 Jun 1961; 29 June-1 Jul 1961; 18-22 Aug 1961; 9-14 Sep 1961; 6-10 Nov 1961; 8-9 Jan 1962; 14-16 Jan 1962; 13-14 Mar 1962; 2-4 Apr 1962; 20-21 Jun 1962; 4-5 Dec 1962; 18-21 Jan 1963; 21-22 Mar 1963; 25-28 May 1963
Catfish (SS 339)
3-4 Jun 1960
Charr (SS 328)
25-26 Jul 1959; 2-3 Aug 1959
Chevalier (DDR 805)
31 Dec 1958-1 Jan 1959; 8-16 Jan 1959
Cogswell (DD 651)
5 March-14 Apr 1962
Collett (DD 730)
28 September-2 Oct 1959; 8-14 Oct 1959; 18-30 Oct 1959; 27-30 Aug 1962; 8-28 Sep 1962
Columbus (CG 12)
3-7 Apr 1962; 17-18 Apr 1962
Comstock (LSD 19)
29 June-3 Jul 1959; 18-19 Jul 1959; 15-16 Mar 1962; 18-19 May 1963
Constant (MSO 427)
19-30 Oct 1960; 21-22 Dec 1960; 29 November-9 Dec 1960
Cook (APD 130)
18-19 Jan 1960; 19-30 Mar 1960
Cushing (DD 797)
30 Nov 1959-5 Jan 1960
DeHaven (DD 727)
28 September-21 Oct 1959; 27-31 Oct 1959; 31 October-2 Dec 1961; 19 Jul 1962
Dennis J. Buckley (DDR 808)
25 November-27 Dec 1959
Duncan (DDR 874)
3-9 May 1960; 15 May-4 Jun 1960; 31 October-2 Dec 1961
Edson (DD 946)
5-8 Mar 1960
Engage (MSO 433)
28 August-6 Sep 1960; 25 May-2 Jun 1962; 11-13 Aug 1962
Everett F. Larson (DDR 830)
23 July-4 Sep 1959
Eversole (DD 789)
3-25 Apr 1959; 1-3 May 1959; 8 June-12 Jul 1960; 20 July-5 Aug 1961; 7-22 Aug 1961
Floyd B. Parks (DD 884)
6-9 Sep 1960; 16 September-13 Oct 1960; 25 September-1 Nov 1961
Fort Marion (LSD 22)
15 September-5 Oct 1958
Frank Knox (DDR 742)
6-7 Mar 1960; 15 March-4 Apr 1960; 18-28 Apr 1960
George Clymer (APA 27)
8-12 Jan 1960; 18-29 Mar 1960; 21-22 Sep 1961; 16-18 Feb 1963
George K. MacKenzie (DD 836)
4 February-5 Mar 1962
Gregory (DD 802)
27-28 Nov 1959; 21 November-19 Dec 1960; 27 Dec 1960-5 Jan 1961; 13 April-16 May 1962; 19-26 May 1962
Gurke (DD 783)
5-25 July 1961
Halsey Powell (DD 686)
21 January-19 Feb 1961
Hamner (DD 718)
31 Dec 1958-9 Jan 1959; 20-25 Jan 1959; 1-15 Feb 1959; 12 May-11 Jun 1961
Hancock (CVA 19)
14-17 Sep 1959
Hanson (DDR 832)
4-13 Jan 1960
Harry E. Hubbard (DD 748)
10-19 Jul 1960; 26 July-12 Aug 1960; 25 May-26 Jun 1962
Hassayampa (AO 145)
1-2 Jul 1959; 10-11 Jul 1959
Henry W. Tucker (DDR 875)
8 June-9 Jul 1960; 1-13 Aug 1960; 19-20 Aug 1960; 22 August-16 Sep 1960
Herbert J. Thomas (DDR 833)
7-9 Mar 1960
Higbee (DDR 806)
1-4 Apr 1959; 11 April-3 May 1959; 18-19 Jun 1960; 10 January-5 Feb 1962
Hooper (DE 1026)
2 January-5 Feb 1959; 12 February-7 Mar 1959
Hopewell (DD 861)
12-20 Oct 1960; 30 October-3 Nov 1960; 9-21 Nov 1960
Hornet (CVS 12)
14-15 Jul 1959; 24-25 Jul 1959; 21-23 Oct 1962; 15-16 Nov 1962
Hull (DD 945)
7-22 Sep 1960; 29 September-6 Oct 1960; 8-13 Oct 1960; 25 September-1 Nov 1961
Isherwood (DD 520)
21 November-9 Dec 1960; 21 Dec 1960-5 Jan 1961
James E. Kyes (DD 787)
3 April-3 May 1959; 7 June-11 Jul 1960
Jarvis (DD 799)
30 October-1 Dec 1959
John A. Bole (DD 755)
4-15 Jan 1960
John R. Craig (DD 885)
7-16 Sep 1960; 22 September-13 Oct 1960; 24 September-16 Oct 1961; 20 Oct-1 Nov 1961
Kitty Hawk (CVA 63)
15-16 Nov 1962
Leonard F. Mason (DD 852)
5 February-6 Mar 1962
Lexington (CVA 16)
28 June-2 Jul 1959; 11-16 Jul 1959; 17-19 Oct 1959; 20-21 Dec 1961
Lyman K. Swenson (DD 729)
6 August-4 Sep 1959; 29 August-28 Sep 1962
Magoffin (APA 199)
14-16 Dec 1960; 1-3 Mar 1961; 10-12 Mar 1961; 10-12 Sep 1962; 18-19 Sep 1962
Mahan (DLG 11)
9-10 Aug 1962; 9-11 Oct 1962
Marshall (DD 676)
4 January-12 Feb 1961
Mauna Kea (AE 22)
12-13 Aug 1959; 20-21 Aug 1959; 7-8 Apr 1960; 9-10 May 1963
Maury (AGS 16)
11-13 May 1962
McDermut (DD 677)
30-31 Oct 1960
McKean (DDR 784)
25 May-4 Jun 1962; 9-26 Jun 1962
Mispillion (AO 105)
25-26 Dec 1959; 21-22 Jan 1960; 27-29 Jun 1961; 15-17, 23-24 Jul 1961; 14-15 Nov 1962
Moctobi (ATF 105)
12-14 Nov 1959; 26-27 Jul 1960; 1-2 Sep 1962
Morton (DD 948)
15 May-1 Jun 1961; 6-11 Jun 1961
Mullany (DD 528)
22 November-1 Dec 1960; 11 Dec 1960-11 Jan 1961; 13 April-26 May 1962
Noble (APA 218)
18-19 Aug 1960; 17-18 Oct 1960; 25-26 Oct 1960; 2-3 Nov 1960; 15-16 Mar 1962
Oak Hill (LSD 7)
8-9 Aug 1958; 4-11 Sep 1958; 5-29 Oct 1958; 5-6 Nov 1958; 29-31 Jan 1961; 19-20, 28-29 Sep 1962
Okanagan (APA 220)
8-12, 18-30 Mar 1960
Oriskany (CVA 34)
30 September-2 Oct 1959; 9-12 Oct 1960
Orleck (DD 886)
8-12 Jun 1960; 28 June-12 Jul 1960; 20 July-6 Aug 1961; 9-21 Aug 1961
Paul Revere (APA 248)
28-29 Oct 1962; 4-11 Dec 1962
Picking (DD 685)
27-28 Jan 1959; 6 February-8 Mar 1960; 18-25 Mar 1960; 12-14 Oct 1961; 10 Dec 1961-12 Jan 1962; 18-20 Jan 1962
Pomodon (DD 486)
16-22 May 1960; 15-16 Aug 1960; 25 June-2 Jul 1962
Porterfield (DD 682)
14-22 Oct 1958; 25 November-3 Dec 1958; 19 February-28 Mar 1961
Princeton (LPH 5)
18-28 Mar 1960; 25-26 Apr 1960; 15-25 Mar 1963
Prichett (DD 561)
14-20 Dec 1959; 27 Dec 1959-5 Jan 1960; 18 July-7 Aug 1962; 14-20 Aug 1962
Queenfish (SS 393)
1-2 Jan 1961; 22-27 Jan 1961; 3-5 Feb 1961; 8-15 Oct 1962
Ranger (CVA 61)
24-25 Jun 1960
Razorback (SS 394)
23-25 Nov 1959; 27-29 Dec 1959; 13-14 Jan 1960; 18-22 May 1963; 31 May-1 Jun 1963
Rowan (DD 782)
12 June-21 Jul 1961
Shelton (DD 790)
2-10, 18-27 Apr 1959; 30 April-4 May 1959; 2-12 Sep 1962; 16-28 Sep 1962
Shields (DD 596)
11 February-28 Mar 1961
Somers (DD 947)
12 June-21 Jul 1961
Southerland (DDR 743)
9-14 Apr 1960
Sproston (DDE 577)
20-22 Sep 1959; 29 September-1 Oct 1959; 17-21 Nov 1960
Stoddard (DD 566)
5 March-14 April 1962
Tawakoni (ATF 114)
9-11 Dec 1960; 17-18 Jan 1963
Terrell County (LST 1157)
23-24 Jun 1959; 6-8, 18-20 Aug 1959; 15-17 Sep 1959; 15-17 Mar 1962; 16-21 Jul 1962; 23-24 Mar 1963; 30 April-2 May 1963
Theodore E. Chandler (DD 717)
31 Dec 1958-7 Jan 1959; 15 January-11 Feb 1959; 1 May 1960; 8 May-8 Jun 1960
Thetis Bay (LPH 6)
14-20 Aug 1959; 16-19 Oct 1959; 7-9 Aug 1961
Ticonderoga (CVA 14)
10-14 Oct 1961
Toledo (CA 133)
16-18 Sep 1959

Trathen (DD 530)
30 October-1 Dec 1959; 18 July-9 Aug 1962; 18-25 Aug 1962
Turner Joy (DD 951)
10-27 Jul 1960; 3-13 Aug 1960
Twining (DD 540)
19 February-28 Mar 1961
Uhlmann (DD 687)
12-16 Oct 1960; 22 October-8 Nov 1960; 12-21 Nov 1960
Washtenaw County (LST 1166)
5-6 Sep 1958
Wilkinson (DL 5)
30 October-1 Dec 1959

Units

(Only personnel who enter the area of operations are eligible for the award.)

Destroyer Squadron 21 (DesRon 21)
23 August-Nov 1958

Taiwan

Alamo (LSD 33)
9-13 Nov 1958; 19 November-2 Dec 1958
Bauer (DE 1025)
31 August-15 Sep 1958; 3-4 Oct 1958; 3-4 Nov 1958
Bayfield (APA 33)
26-30 Dec 1958
Bennington (CVA 20)
12 October-2 Nov 1958; 24 November-3 Dec 1958
Calvert (APA 32)
25-26 Aug 1958; 4-12 Sep 1958
Carpenter (DDE 825)
30 August-1 Sep 1958; 4-16 Sep 1958
Castor (AKS 1)
16-25 Oct 1958; 2-7 Nov 1958
Charles H. Roan (DD 853)
20-27 Sep 1958
Cogswell (DD 651)
13 October-14 Nov 1958
Constant (MSO 427)
2-18 Sep 1958; 29 September-11 Oct 1958; 20-27 Oct 1958; 4-15 Nov 1958
Forrest Royal (DD 872)
20-27 Sep 1958
Hancock (CVA 19)
23 August-9 Sep 1958
Hassayampa (AO 145)
22 November-30 Dec 1958
Hitchiti (ATF 103)
3-6 Dec 1958
Jarvis (DD 799)
21-29 Oct 1958; 2-22 Dec 1958; 29 Dec 1958-1 Jan 1959
Lexington (CVA 16)
15-17 Aug 1958; 27 August-16 Sep 1958; 26 September-15 Oct 1958; 10-15 Nov 1958; 27-28 Nov 1958
Lyman K. Swenson (DD 729)
30 Aug 1958; 20-27 Sep 1958
Magoffin (APA 199)
30 August-8 Sep 1958; 25-27 Sep 1958
Mauna Kea (AE 22)
3-17 Sep 1958; 28 September-1 Oct 1958; 13-22 Oct 1958; 25-27 Oct 1958; 30-31 Oct 1958
Midway (CVA 41)
6-10 Sep 1958; 12-29 Sep 1958; 12-30 Oct 1958; 11-15 Nov 1958; 30 November-12 Dec 1958
Mispillion (AO 105)
9 July-7 Sep 1958
Mount Baker (AE 4)
6-12 Sep 1958
Mount Rainier (AE 5)
13 Nov 1958; 28 November-1 Dec 1958
O'Bannon (DDE 450)
30 August-6 Sep 1958
Okanogan (APA 220)
11-12 Aug 1958; 5-8 Sep 1958
Peacock (MSC 198)
6 September-16 Oct 1958
Picking (DD 685)
13-22 Nov 1958
Pine Island (AV 12)
23 August-16 Oct 1958; 22-30 Oct 1958; 5-15 Nov 1958
Porterfield (DD 682)
14-22 Oct 1958; 25 November-3 Dec 1958
Princeton (LPH 5)
27 August-16 Sep 1958; 14-22 Oct 1958
Shangri-La (CVA 38)
30 August-1 Sep 1958; 3-27 Sep 1958; 15-16 Oct 1958; 21-29 Oct 1958; 7-9 Aug 1959
Sproston (DDE 577)
30 August-11 Sep 1958
Ticonderoga (CVA 14)
12-15 Nov 1958; 20-22 Nov 1958; 5-8 Dec 1958; 29 Dec 1958-1 Jan 1959
Tom Green County (LST 1159)
3-10 Sep 1958
Trathen (DD 530)
21 October-1 Nov 1958; 2-17 Dec 1958; 23 Dec 1958-1 Jan 1959
Vireo (MSC 205)
10 September-4 Nov 1958
Warbler (MSC 206)
10 September-4 Nov 1958
Whippoorwill (MSC 207)
10 September-4 Nov 1958
Wilkinson (DL 5)
1 Dec 1958-1 Jan 1959
Zelima (AF 49)
30-31 Oct 1958; 8-13 Nov 1958; 2-13 Dec 1958

Vietnam Service Medal Available for Issue; Eligibility Rules Set

The Vietnam Service Medal is now available for issue.

If you qualify for the award, you should bring this to the attention of your personnel officer. He will be making a list of those eligible for the medal, so he can order them in bulk through supply channels.

If you are uncertain as to your eligibility for the award, check the following rules:

Eligibility Requirements—Awarded to members of the armed forces who have served at any time between 4 Jul 1965 and a terminal date to be announced in Vietnam or air space or contiguous waters (defined in SecNav Notice 1650 of 3 Mar 1966).

Specifically, the following conditions apply:

Permanent Duty—Attached to and regularly serving with a ship or unit participating in or directly supporting military operations in Vietnam.

Temporary Duty—Service for 30 consecutive days or 60 nonconsecutive days in Vietnam or contiguous areas, except that the time limit may be waived for personnel who have participated in actual combat operations.

Determination of eligible ships and units will be made by delegated commands who will authorize the issuance and wearing of the medal or ribbon. Lists of eligible ships and units with dates of participation will be issued from time to time, and will be incorporated in SecNav Inst P1650.1C in later changes. Eligibility will be based upon:

Shore Duty—Service for one or more days with a unit participating in or directly supporting military operations.

Sea Duty—Service for one or more days on board a ship directly in or directly supporting military operations. (Service with staffs or units embarked in a ship during a period for which that ship is eligible automatically qualifies for the Vietnam Service Medal.)

Air Duty—Actual participation as a crewmember in one or more aerial flights into air space above Vietnam or contiguous waters directly supporting military operations.

All members of the armed forces of the United States serving at any time in Vietnam, contiguous waters, or air space, between 1 Jul 1958 and 3 Jul 1965 inclusive, who earned the Armed Forces Expeditionary Medal for such service, may be issued the Vietnam Service Medal in lieu of the Armed Forces Expeditionary Medal. No individual may be issued both medals for service in Vietnam.

No person will be entitled to more than one award of the Vietnam Service medal.

Campaigns—A bronze star may be worn on the suspension ribbon and ribbon bar of the Vietnam Service Medal for participation in each of the following campaigns:

15 Mar 1961—7 Mar 1965	Vietnam Advisory Campaign
8 Mar 1965—24 Dec 1965	Vietnam Defense Campaign
25 Dec 1965—date to be announced	(no name established)

Only one star is authorized for each campaign.

NUCs Awarded

Two attack aircraft carriers are among the latest recipients of Navy Unit Commendations. The attack aircraft carriers are USS *Constellation* (CVA 64) and *Oriskany* (CVA 34).

Air Wing 15 was included in *Constellation's* NUC; Air Wing 16 in *Oriskany's* award.

LETTERS TO THE EDITOR

Twilight Cruise

SIR: My question concerns choice of duty station for my last tour of duty.

On 16 Jan 1968 I will have 26 years, three months and 14 days of active service, day for day. With constructive time, I will have 27 years, six months and four days' service. Since six months or more counts as a full year, according to the *BuPers Manual,* I assume that I could transfer to the Fleet Reserve at that time and be paid for 28 years—70 per cent of base pay.

Since I would be paid for 28 years' service at that time, could I apply for assignment to choice of duty station for the last two years before completing 30 years' active service?—M. E. B., QMCM, USN.

- *It does sound logical, Chief, but your theory is based on incorrect data.*

The fly in your computing ointment is your assumption that the "six months equals one year" rule applies equally to transfer to the Fleet Reserve, and to retirement. It does not.

When one retires after 30 years' service, his total active time—including constructive time, of course—must be at least 30 years.

Based on what you've told us, you will be eligible for retirement on 12 Jul 1970.

Requests for choice of duty for the last two years' active service are generally approved, provided the request is submitted approximately 28 months before the 30-year completion date. The request for duty assignment is made an enclosure to the request for retirement.

Based on the retirement date quoted above, you may submit your request for retirement and duty assignment in March 1968.—ED.

A Must, Not a May

SIR: I have recently qualified to wear the Navy Expert Pistol Shot Medal. I am also entitled to wear the National Defense Medal.

Since I am qualified to wear these awards, must I wear them? As they are after all awards, I wonder if I may decide whether or not I display them.—J. O. D., Midshipman, USN.

- *You must wear them. They are considered a part of your dress uniform.*

Men who hold six ribbons or less must wear them all. Those who rate more than six can wear all if they like, but are only required to wear six.—ED.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Pers G15, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

All at Sea

SIR: It is with some trepidation that I claim a record for one of the men serving aboard USS *Warbler* (MSC 206). We are aware of the fate of many of the records claimed in ALL HANDS, but I think we may have one that will stand for a while.

I refer to *Warbler's* Quartermaster Third Class George McCaslin. The claim for him is a modern "continuous days underway" record of 118 days. He sailed in five ships in accomplishing this feat.

He left Sasebo, Japan, on 16 Nov 1966 aboard USS *Vireo* (MSC 205), which stopped in Kaohsiung, Taiwan, on 19 November for fuel, and headed for Vietnam on 20 November, the first day that counts in Quartermaster McCaslin's record-setting (we think) sojourn.

When *Vireo* finished her Market Time patrol in January 1967, he transferred first to USS *Albatross* (MSC 289), then *Pictor* (AF 54), *Widgeon* (MSC 208), and finally to *Warbler* just in time to start another Market Time. On 17 Mar 1967, we arrived in Hong Kong.

I presume it can't go into the record, but we think it particularly significant that all but three days of McCaslin's tour were spent on 144-foot coastal minesweepers of Mine Squadron Three, based in Sasebo.

We also think it extraordinary that he retains most of his faculties after enduring from start to finish this year's northeast monsoon. During this period, 45-degree rolls were not uncommon, and we often made minus headway against wind and seas.

As a possible equalizer, we suggest that anyone approaching his record from a bigger ship with a few more comforts figure the days in relation to foot of ship per hour at sea, or some similar unit of measurement.

However, we do not insist on the record in this fashion because, we are sure, it would be absolutely no contest. By his endurance, if nothing else, Quartermaster McCaslin exemplifies the motto of the Mine Force—"Iron Men in Wooden Ships."

We (his shipmates) are forwarding Petty Officer McCaslin's claim for him because of a certain modesty on his part. Also, he is not aboard at present. When last seen he was heading for the beach.

However, he is expected back in time to take on all challengers.—J. M. Giles, LTJG, USN, XO, USS *Warbler* (MSC 206).

- *With as effective an advocate as you, Quartermaster McCaslin should have no problem claiming any sort of record he wishes.*

However, the rest of the Fleet may not be so impressed by your presentation and someone, we are reasonably sure, will counter with brutal facts. We'll let you know.—ED.

Bauer Advances

SIR: We on board USS *Bauer* (DE 1025) believe we have set a record (percentagewise) for the number of advancements in rate during one rating period.

Of the 52 *Bauermen* who participated in the February 1967 exams, 42 men passed their tests. Of these, 39 men were advanced. This gave the ship a test-passing percentage of 80.8 and an advancement percentage of 75.

Can anyone top this?—LT J. K., USN.

- *We should soon find out, as no doubt correspondence from the Fleet will begin arriving to challenge your statistics. Meanwhile, you have every right to be proud of such an excellent performance, Congratulations.*—ED.

Sleeve Award

SIR: According to the *Awards Manual,* awards earned while serving in another branch of service may be worn on the Navy uniform.

My question concerns the Meritorious Unit Emblem, an Army award. It is a golden laurel wreath on a cloth square. Soldiers wear it on the lower right sleeve of their uniforms.

Where is it displayed on the Navy uniform?—E. H. G., YNI, USN.

- *The Navy's permission to wear awards of other services is limited to those devices, such as medals, ribbons and certain badges, which are worn on the breast.*

The Army Meritorious Unit Emblem, because of its design and the position in which it is displayed on the uniform, is not authorized.—ED.

Little But Oh, My . . .

Sir: I don't believe you have ever mentioned uss *Little* (DD 803) in your magazine. My husband served aboard her during World War II and I thought perhaps you could supplement his recollections. He was with her when she was sunk at Okinawa.—Mrs. W. J. M.

- *Most happy to oblige. Your husband must have some fine sea stories to tell for* Little's *career, while brief, was filled with action. We are sure that his yarns of the final attacks of suicide planes are most vivid.*

Little *was commissioned 19 Aug 1944 at Seattle. By January, she was headed for the Pacific.*

At Iwo Jima, she furnished call fire, illumination and harassing fire, bombardment, screening, and radar picket duties, then prepared for the last big operation of the war—the invasion of Okinawa.

Here, she joined the demonstration group, whose duty it was to make fake landings on the opposite side of Okinawa from the real landing beaches.

Then, on 19 Apr 1945, Little *was ordered out to radar picket station number one.*

The radar picket destroyers at Okinawa were deployed in a ring around the island to detect and intercept enemy air raids coming down from Japan, a short 350 miles away. The destroyers came under heavy air attack, principally from suicide planes.

From 20 to 24 April Little *came under one daylight attack and several night attacks, firing 300 to 400 rounds of antiaircraft ammunition in her defense. She came through with no damage, however.*

On 3 May 1945, Little *was operating on radar picket station 10 with* uss Aaron Ward *(DD 773), and four smaller ships.*

Four planes were circling overhead as a combat air patrol, directed by Aaron Ward. *Enemy planes began to appear on radar at about 1415, but it was not until four hours later that the first attacks came.*

By 1813 the air above radar picket station 10 was foul with from 18 to 24 enemy aircraft. Aaron Ward *vectored out the combat air patrol to intercept, but cloud cover favored the enemy, and the intercept failed.*

Aaron Ward *took the first suicide hit at 1841. At the same time another kamikaze started a glide run on* Little, *crashing into her port side. Thirty seconds later a second plane was shot down close aboard. Repeated hits on a third failed to stop him, and he too plowed into the ship on the port side.*

Moments later a simultaneous attack by two more planes broke Little's *keel, blew up two boilers, demolished most of the amidships section, and opened all three of the after machinery spaces to the sea.*

Four minutes after the first hit, Little *was dead in the water. Five minutes more and her main deck was awash to starboard and the order was given to abandon ship. At 1855* Little *went down in 850 fathoms, breaking up on the way down.*

Little *lost 31 of her crew as a result of the attacks, while another 49 were wounded. The survivors were picked up by the escorting vessels and the destroyer* uss Nicholson *(DD 442).*—Ed.

Air Medal Eligibility

Sir: Many individuals in Vietnam have duties that require them to take flights to staging areas, outposts and bases throughout that country.

Some Seabees I know, for instance, have logged close to 100 flights in Navy, Army, Air Force, Air America and Vietnamese armed forces aircraft. A good many of those flights drew heavy enemy ground fire. Still, not one man received an Air Medal.

I am interested in learning the reason for limiting issue of the Air Medal to aircrew and flight-status personnel. After all, passengers in aircraft flying over hostile territory are exposed to the same hazards as the crew.

Members of other services, whether or not aircrew members, receive the Air Medal for 20 flights over hostile territory. Furthermore, as I understand it, the criteria for award of the medal are satisfied if all 20 flights are made in one day. However, for our outfit to be awarded the AM, the 20 flights must be made on separate days.

It is recognized that the Navy is conservative in awarding medals. And I think most Navymen would have it that way. But, I wonder how they feel about the Navy's rationale on Air Medal award criteria?—R. W. D., JOCM, usn.

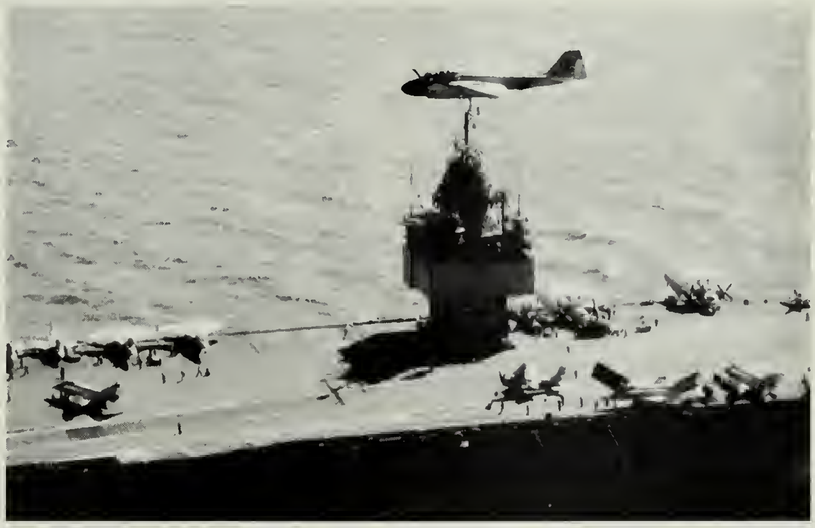
- *A fair question, Chief.*

There are no cut-and-dried rules to follow when it comes to determining eligibility for certain medals and awards. That's why area commands may establish certain local eligibility requirements for awarding Air Medals, so long as the basic guidelines of Executive Order 9158 (as amended) are followed.

The Department of the Navy says that only pilots, aircrewmen or individuals authorized to draw flight pay are considered eligible to be recommended for the Air Medal. Current Navy qualification for the AM in Vietnam requires 10 strike flights or 20 missions . . . or any combination of the two to make up a total of 20 missions. One strike equals two missions.

In other military services, the medal may, as you say, be awarded to passengers of combat flights, should they qualify. One service considers three types of missions, of which pilots, crewmen and noncrewmembers must accrue either 25, 50 or 100 flight-hours to qualify for the Air Medal.

While these figures serve as guidelines for eligibility, it should be remembered that the basic reason an individual receives the Air Medal is because he (and we quote from the Regulations for the Award of the Air Medal) "has distinguished himself by meritorious achievement while participating in an aerial flight."—Ed.



TONGUE-IN-CHEEK LANDING—Granted, the A6A *Intruder* is one of the Navy's more versatile aircraft and Navy pilots are second to none, but the seemingly perfect one-point landing atop *USS Enterprise's* superstructure, which towers 215 feet above the water, is a bit too much. Actually, the photo was snapped by a bombardier-navigator of another *Intruder* as an attack squadron returned from a North Vietnam mission.

A Matter of Definition

SIR: A friend of mine says AWOL stands for "absent without leave." I say, since without is one word, that AWOL means "absent without official leave."

What is the Navy's definition?—A. B. R., YN2, USN.

- *Actually, the Navy had two absence offenses for which the letters AOL and AWOL were used.*

AWOL is synonymous with "absence from station and duty without leave." AOL, on the other hand, stands for "absence over leave." AWOL was considered the more serious.

These definitions are taken from the Articles for the Government of the Navy and the Naval Courts and Boards as summarized in a book published by BuPers in 1945 entitled "Naval Justice."

So, despite the grammatical error, i.e., "without" being one word, "absence without leave" appears to be the answer to your question.

Of course, you and your friend could settle your differences by simply using just two letters—UA—unauthorized absence. This is the label applied under the UCMJ which, of course, superseded the Articles for the Government of the Navy.—ED.

The Gendreau Story

SIR: In 1945 my uncle served aboard USS *Gendreau* (DE 639). He's often wondered what ever became of her. Can you help?—C. M. L.

- *Glad to do so.* Gendreau's *career is an almost perfect case history of the work performed by these DEs during WW II.*

They didn't often attract headlines and, perhaps the entire fate of the world did not rest on their shoulders (if you'll forgive the less-than-perfect metaphor) but the role of such ships was vital to the successful operations of the Fleet.

They went where the danger was and many didn't survive. Gendreau *and your uncle were among the lucky ones. Ask him to tell you about it sometime, if he hasn't already.*

However. In answer to your query, after the war Gendreau *operated with the Pacific Fleet until 1948, when she was decommissioned. She is now in the Reserve Fleet at San Diego.*

For the sake of those who are not familiar with the Gendreau *story, we'll elaborate.*

Gendreau *was commissioned in March 1944. She spent her first year shuttling between the islands of the South Pacific on escort and antisubmarine missions, then went to Okinawa to support the invasion of that island.*

Just before dawn on 1 April, Gendreau *was stationed off the southeast coast of Okinawa protecting amphibious ships. She was attacked by a Japanese aircraft which, hit by antiaircraft fire, splashed into the water a few yards to starboard.*

A few hours later Gendreau *moved toward the invasion beaches to deliver landing craft to their assigned positions.*

At dawn the following day she was in the destroyer screen when another enemy plane attacked her, but was brought down by the fire from Gendreau *and accompanying ships.*

On 3 April, Gendreau *was brought under a strafing attack. When the enemy plane returned for a second pass the destroyer's gunners were waiting. The plane crashed 25 yards from the ship.*

Three days later a torpedo bomber aimed a torpedo at the ship, but the fish exploded when it hit the water. Gendreau *brought the aircraft down 500 yards astern. The following day the gunners chalked up another kill.*

On the 12th of April a torpedo bomber loosed its missile at the can, but it passed under the bow and exploded some distance beyond. A few days later two enemy planes homed in on her, but two allied aircraft arrived on the scene and shot down the attackers.

Gendreau *had escort duty for a couple of months, then returned to Okinawa to support the troops ashore. She got too close to the beach on one occasion, and a 150-mm gun hidden on shore scored a hit on her.*

Gendreau *lost power and began taking water, but outstanding damage control had her under control in 15 minutes and nearly restored her to normal within two hours.*

She was to be damaged twice more that summer, but not by the enemy. In July, she got caught in a typhoon, which caused her to roll nearly 60 degrees, and buckled steel plating. Little more than a month later, another typhoon parted her port anchor chain.

Shortly after the war ended, Gendreau *steamed for home. She returned to the Far East twice on routine cruises, before being decommissioned 13 Mar 1948.*—ED.

COMMENDATION WINNER—USS *Diachenko* (APD 123), NUC winner for Vietnam service, returns to San Diego after second Vietnam deployment.

Obligated Service

SIR: In 1963, after five years of enlisted service, I attended OCS under the provisions of the Integration Program. I was commissioned ensign with a date of rank of 2 Aug 1963.

At the time I assumed I had acquired a four-year active duty obligation. Now I'm not so sure.

Discussion with my classmates has led to confusion. Several of my contemporaries have indicated the obligation is for only two years. Other opinions range as high as six years.

Can you shed some light on the situation?—D. L. U., LTJG, USN.

- *Certainly. The word is four years. You were correct all along.*—ED.

Seavey Eligibility

SIR: Is a man eligible for Seavey segment B-67 if his enlistment expires before September 1969?

If active obligated service beyond September 1969 is required and the man extends, must he serve out his extension even though he doesn't receive orders?—S. L., BU1, USN.

- *The answers to your two questions are no and yes, respectively.*

Chapter 3.25 of the Enlisted Transfer Manual *(NavPers 15909A) specifies that, to be eligible for Seavey segment B-67, a man must be obligated to serve on active duty at least until September 1969.*

The Manual *also states that an agreement to extend a man's enlistment or to remain on active duty is made solely for the purpose of entering his name on the effective Seavey listing.*

The agreement is not conditional upon the man being assigned shore duty before his present enlistment expires.—ED.

Warrants Grow Younger

Sir: I knew the question "who is the youngest warrant" had to be brought up sooner or later. So, I'd like now to submit my claim.

Figuratively, it should top J. S. Turner's claim which you ran in the January 1967 issue.

When notified of my selection, I was 24 years and 10 months old. I actually received the appointment at age 25 years, seven months. At that time I had eight years and six months' service behind me. Who's youngest now?—W-1 K. W. Nitschke, USN, USS *Shangri-La* (CVA 38).

• *Since J. S. Turner listed himself as 26 years, nine months young, with less than nine years' service upon making warrant, "figuratively" you were younger—but not youngest, it would seem.*

Theoretically, a man may join the Navy on his 17th birthday and be appointed to the warrant ranks on his 23rd birthday, the minimum age requirement for the W-1 program. He must, however, have at least six years' active naval service, be an E-7, or be an E-6 with one year in pay grade. The E-6 must have passed the E-7 examination for advancement in rate.

Although we are talking about young appointees, the maximum age and time in service requirements were changed on 1 July this year. Now, an applicant must not have reached his 31st birthday before 1 July of the year in which application for W-1 is made. Nor, may he have more than 14 years' active naval service.

We received many replies from WOs challenging Turner's claim. Some came from newly appointed warrants, while others were submitted by men who achieved warrant status when many of today's W-1s were in kindergarten.

Here are some of those claims:

CDR Mike J. Trens (CinCPac Staff, former CWO Bos'n) tells us he was appointed Warrant Bos'n on 15 Apr 1944 when he was 26 years, five and one-half months old. He had just four years, three months of naval service. Furthermore, when he had five years, 10 months of service, he was appointed Chief Warrant Bos'n on 1 Nov 1945. That, in itself, is sufficiently remarkable to warrant comment. (Warrant—get it?).

CWO-4 J. A. Hill (NTC San Diego) informs us he received his warrant appointment on 15 Sep 1943 when he was 24 years and six months old, with six years, seven months of service.

*W-1 James L. Dunning (*USS Bradley, *DE 1041) is one of the Navy's newest warrants. He received his appointment on 1 Dec 1966 when he was 25 years, three months and four days old. He had been in the Navy for eight years, two months and seven days.*

W-1 Charles T. Scaringella (FltAct Sasebo) was 26 years, five months and 14 days old when appointed to warrant rank on 1 Mar 1966. He then had eight years, five months and 18 days in the Navy.

FIRST AIRCRAFT CARRIER built from the keel up was the *USS Ranger* (CV 4). All other aircraft carriers prior to *Ranger* were conversions of other ships.

LCDR R. M. Woolnough (CO, USS *Reaper, MSO 467, former W-1), received his appointment on 1 Mar 1953 at age 26 years, seven months, 21 days. His time in service: eight years, five months, 21 days.*

W-1 Larry F. Pearrell (shipmate of Warrant Scaringella) was also appointed warrant on 1 Mar 1966. Although he was the eldest (28) of those warrants who challenged Turner's claim, he was fourth in line with the least amount of time in service—seven years, 11 months and 26 days.

So there you have it for the moment. The career of each man is a thought-provoking testament of the opportunities in the Navy for men who are intelligent, willing to work hard, and are lucky.

However, all are topped—as of this issue—by Chief Warrant Officer (W-4) L. E. Tunks, USNR(R), *presently assigned to USNRTC Lake Charles, La. He tells us that he received his appointment at the age of 23 years, five months; after serving just four years, 11 months. Date of his appointment: 15 Jul 1943.*

Not even the Navyman who joined the Navy on his 17th birthday and receives a warrant appointment on his 23rd birthday can top this record today.—Ed.

RVN Campaign Medal

Sir: I am under the impression that Navymen serving outside Vietnam may earn the Republic of Vietnam Campaign Medal if they are attached to a command which provides direct combat support to RVN Armed Forces.

Is this true? If it is, does it mean a man may earn the medal without entering the combat zone?—S. P. T., LTJG, USN.

• *Almost, but not quite, true. Also, you must enter the combat zone to earn the medal.*

To be eligible for the Republic of Vietnam Campaign Medal, you must be eligible for the Vietnam Service Medal or Armed Forces Expeditionary Medal (Vietnam) for a total of six months.

The requirement does not mean you must serve for six months within the combat zone. It means you must enter the zone during six different months, not necessarily consecutive.

If you were in the combat zone, for instance, during 2-4 October 1965, 10-19 November 1965 and on 30 March 1966, three months' eligibility would be earned. If you returned three more times, in different months, you would become eligible for the Republic of Vietnam Campaign Medal. If you did not, you would not.

For more information, see SecNav Inst 1650.26, paragraph 6d.—Ed.

Air Force Unit Award

Sir: One of the men in our squadron was awarded the Air Force Outstanding Unit Award ribbon. We have checked the *Awards Manual* and *Uniform Regs*, but haven't been able to find out the precedence of this award when worn by a Navyman.

Also, may this Air Force award be worn on the right breast of a full dress uniform?—C. C. R., ADRC, USN.

• *The USAF Outstanding Unit Award is similar to the Navy Unit Commendation ribbon, but it may not be worn on the right breast. As stated in Article 1030.6 of* Uniform Regs, *only the Presidential Unit Citation or the Navy Unit Commendation ribbon may be worn on the right breast when large medals are prescribed (since there is no medal for these awards).*

If an Air Force member who has been awarded the USAF Outstanding Unit Award ribbon later joins the Navy, he may wear the ribbon on the left breast of his Navy uniform whenever ribbons are worn. On the precedence list for ribbons this award is next senior to the Navy Good Conduct Medal.—Ed.

More on *Houston*

Sir: I would like to correct your description of the rescue of USS *Houston* (CL 81) by *Boston* (CA 69) during Task Force 38's atack on Formosa in 1944. (ALL HANDS, January 1967, p. 22). The statement that *Boston* towed *Houston* "out of further danger" is inaccurate. I know. I was there.

Not wishing to detract in the least from credit due *Boston* for her part in rescuing *Houston*, I offer the following from my own personal knowledge.

The 14 October attack which you mentioned was by aerial torpedo, coming just at dusk. An attacking plane was shot down off the port side. Cheers of victory from topside rent the night air, only seconds later to be punctuated by the deep-down explosion which rocked *Houston* from stem to stern, like a heavy timber dropped across a stone wall. No other experience can so quickly deflate a triumphant spirit.

Houston's gunners had succeeded in downing a second enemy plane, but not before its torpedo had slammed into the ship, causing extensive damage. This plane, after launching its torpedo, was shot down and crashed after its torpedo hit the cruiser.

The keel was broken and a hole 10 feet in diameter blasted in the engineering spaces, killing many in the fire and engine rooms. The armored deck was ruptured at the seams, and steam from exploding boilers took further toll.

As you say, *Boston* took her under tow. But the danger was not over. Before noon on 16 October, the Fleet tug USS *Pawnee* (ATF 74) relieved *Boston* of her tow. At about 1330, a second enemy attack came in low from *Houston's* starboard quarter and a torpedo was launched by one plane that got through defenses.

The plane was shot down and hit the water 3000 yards ahead, but the torpedo found its mark in *Houston's* stern, blowing up the hangar hatch, and shattering the after part of the hangar, opening it to the sea. Another seven or eight men died, and a gasoline fire was started which took half an hour to extinguish.

About 55 men died in *Houston* during the 14 and 16 October attacks. Approximately 1000 men were transferred at sea (300 the hard way—jump over and be picked up later), while most of the remaining crew stayed with *Houston* through temporary repairs in floating drydock, then to Brooklyn Naval Shipyard under her own power.

I was *Houston's* mail clerk from commissioning through November 1945, and I personally knew most of those who were killed.—B. B., YNCM, USN (Ret).

• *Thank you for correcting us about* Houston. *We appreciate also the additional details from your personal knowledge. We can understand why the incident is still vivid in your memory.*

Being a plankowner, you know that Houston *was commissioned 20 Dec 1943, and a few months later was bound for Pearl Harbor. However, our contemporary readers may not be too familiar with her career.*

After brief training exercises there, she steamed for Majuro Atoll in the Marshalls, where she joined Vice Admiral Mitscher's task force on 31 May 1944.

Houston *took part in the assault and occupation of the Marianas Islands, and strikes on Iwo Jima and Chichi Jima, during the first half of June. The Battle of the Philippine Sea began on 19 June, and* Houston *served in the antiaircraft screen for Admiral Mitscher's carriers.*

Of the enemy planes which eluded the carrier aircraft, few managed to penetrate the curtain of antiaircraft fire sent up by Houston *and other screening ships. The four massive enemy air raids that day resulted in the famous "Marianas Turkey Shoot" which accounted for over 230 enemy aircraft.*

On 26 June, Houston *joined the cruiser* USS *Miami (CL 89) and six destroyers bombarding enemy shipping and installations at Guam and Rota. The force sank several small ships, destroyed a radar station, and destroyed 10 enemy aircraft on the ground at Guam.*

Houston *was among a similar force which bombarded the islands of Peleliu, Anguar, and Ngsebus, in early September.*

The task force arrived off Formosa on 12 October, and Houston *shot down four enemy aircraft that evening while repelling concentrated air attacks on the task force. Further strikes were launched against Formosa on 13 October, and the enemy retaliated again that night, scoring a torpedo hit on* Canberra.

The next day, as has been noted, Houston *was badly hit.*

The stricken cruiser Canberra, *under tow by the fleet tug* USS *Munsee (ATF 107), was alongside* Houston *on 16 October, when the second attack came. The two crippled ships, together with their tow and escort group of four cruisers, six destroyers, and two escort carriers, were nicknamed "CripDiv 1."*

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS MAGAZINE, Pers G15, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

• *Great White Fleet Veterans Assn.*—Will hold their 23rd annual reunion at the Grant Hotel, San Diego, 16 December. Men who sailed with the Fleet in 1907, 08 and 09 are invited. Contact Harry S. Morris, 5070 Marlborough Drive, San Diego, Calif. 92116.

• USS *Mississippi* (BB 41)—The 20th annual reunion will be held at the Elks Lodge, El Cajon, Calif., 14 October. For details, write to Jimmy Lucas, 1308 Blossom St., Glendale, Calif. 91201.

• USS *Alabama* (BB 60)—Will hold its 25th anniversary reunion 18, 19 and 20 August in Mobile, Ala., for former crewmembers who served during WW II. For information, contact C. G. Deas, P. O. Box 829, Montgomery, Ala. 36102.

• USS *Concord* (CL 10)—A reunion will be held in Waukegan, Ill., 10 through 13 August for those who served aboard during 1938-46. Contact J. Rasden, 938 Muirfield Ave., Waukegan, Ill. 60085.

• *30th Seabee Battalion*—Will hold its silver jubilee September 1, 2 and 3 at Hotel Utica, Utica, N. Y. Write to Salvator Dardano, 26 Van Epps St., Vernon, N. Y. 13476, for details.

• *Patrol Squadron 82 (VP 82)*—A 26th anniversary reunion is being planned for this year. If interested, contact Russell E. Sarna, 56 Brookside Drive, East Greenwich, R. I. 02818.

• USS *LCI(L)* 966—A reunion is being planned by those who served aboard during 1944-46 with time and place to be determined. Contact Domnick J. Cerra, 221 Prospect St., Dunmore, Pa. 18512.

• USS *Pensacola* (CA 24)—A reunion is now in the planning stage and will be held later this year. If interested, write to Master Chief Personnelman Douglas Jacobs, Quarters 1624, NAS, Pensacola, Fla. 32508.

• USS *Saratoga* (CV 3)—The 16th annual reunion will be held at the Breakers Hotel, Long Beach, Calif., on 7 October. Contact Art Nelson, 3013 Antonio St., Torrance, Calif. 90503.

• USS *New Mexico* (BB 40)—The 10th annual reunion will be held 18 November at the Edgewater Marina Hotel, 6400 E. Pacific Highway, Long Beach, Calif. Contact Frank Slavin, 214 Termino Ave., Long Beach, Calif. 90803, for details.

• *107th Seabees*—The 13th annual reunion will be held on 1-5 September at the Bellvue Hotel, San Francisco, Calif. For details, contact Captain J. R. Ritter, CEC, USNR (Ret.) 1901 Monterey Blvd., San Francisco, Calif. 94127.

Learning that the Japanese believed CripDiv 1 to be the battered remnants of the Third Fleet, Admiral Halsey decided to use the crippled ships as bait to lure the Japanese fleet into the open. Accordingly, he withdrew two task groups out of sight to the west, and stationed another to the east. The trap almost succeeded.

The enemy's Second Striking Force sortied from the Inland Sea of Japan, but when they were attacked by planes from USS Bunker Hill *(CV 17), the Japanese admiral decided that more was left of the Third Fleet than met the eye, and he discreetly retired.*

Houston *arrived at Ulithi on 27 Oct 1944, and with the help of the repair ship* USS Hector *(AR 7), was strengthened sufficiently to make the 1000 miles to Manus Island and drydock. During five weeks in drydock, patches were installed and* Houston's *engineering plant was repaired. She left Ulithi on 16 Feb 1945, and steamed for New York, where she received extensive battle damage repairs.*

In April 1946, Houston *left the States for an extended goodwill cruise to Europe. During the cruise, she visited Plymouth, England; Oslo, Norway; Copenhagen, Denmark; Stockholm, Sweden; Rotterdam, Holland; Antwerp, Belgium; Lisbon, Portugal; Glasgow and Cromarty Firth, Scotland; Naples, Italy; and Port Said, Egypt. She returned to the Brooklyn Naval Shipyard in December 1946.*

After serving with the Atlantic Fleet for six months, Houston *left for a cruise to the Mediterranean. She returned to the States on 16 August.* Houston *was placed out of commission in reserve at Philadelphia on 15 Dec 1947. She earned three stars for her participation in battles.*—ED.

VENERABLE OILER—USS *Cimarron* (AO 22) rides high after refueling aircraft carrier. The oiler recently celebrated 28th year of commissioned service.

More Details on the AS Rating

SIR: I would like some information on the AS rating.

First of all, have the lengths of tours at sea and ashore been established?

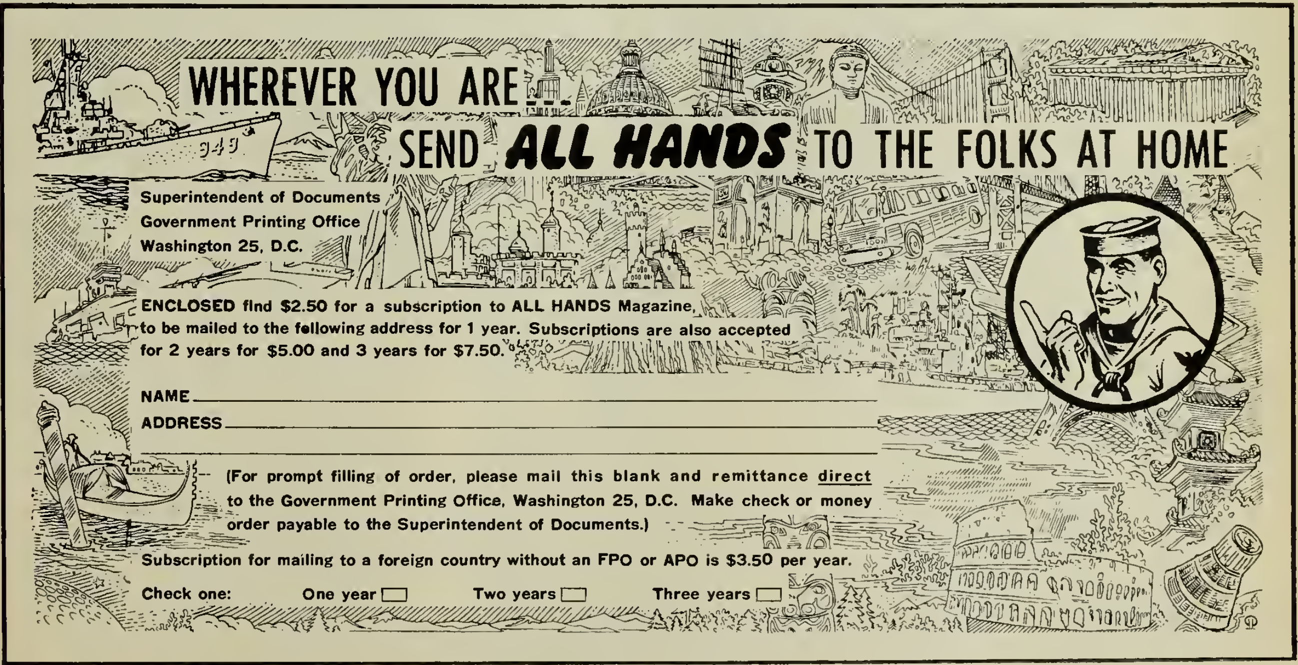
Secondly, will men in the AS rating be competing this year with other individuals who are converting to AS, or will these convertees be selected as AS even though they are examined for advancement in their present rating?

Finally, if an individual was not credited with award points, and yet passed the exam for E-8, what bearing would this oversight have on his selection for senior chief petty officer?—G. M. C., ASC, USN.

- *The answer to your first inquiry is yes. BuPers Notice 1306 of 28 Mar 67 established shore duty tours of 36 months for ASAN through ASC. AS sea duty should run about 30-36 months.*

As for AS examinations, the May 1967 exam cycle featured exams for ASCS and ASCM. The competition was completely within the AS rating with no conversion in ratings to confuse the issue. Commencing with the August cycle, AS exams will be available for the entire rating.

"None" is the answer to your third question. Once an individual has passed the E-8 or E-9 exam, his qualifications are then considered on an individual basis by the selection board. The board reviews each candidate's entire service record when determining his qualifications for advancement to the higher enlisted pay grades.—ED.



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TAFFRAIL TALK

It was enough to shake up the strongest skipper.

Here was the 11,000-ton USS *Belmont* (AGTR 4) peacefully going about her business well off the coast of South America, the crew thinking about securing for the day and wondering what was for chow that evening, when—BAM! Likewise POW!

For a long, long 20 seconds the ship was literally shook. Masts and antennas whipped back and forth like flyrods with a four-pounder on the business end. Loose gear tumbled to the deck and so did some of the men.

GQ was sounded immediately, of course, and all hands scrambled to their damage control stations. Engines were secured.

Nothing happened. Nothing.

Repair parties began sending in their reports. Nothing wrong. Lots of loose gear but that was all.

Broken screw? Screw fouled? Monster of the deep?

Carefully inching forward, slow turn by turn of the screw indicated nothing wrong.

Exceedingly puzzled and most exceedingly relieved, *Belmont's* skipper CDR M. L. Scappini, USN, ordered the ship to resume operations.

It really wasn't a bad dream. It just happened that *Belmont* had run into the worst earthquake the west coast of South America had experienced in 20 years.

★ ★ ★

Two Navymen who earlier this year spent 12 hours in a cramped, magnetically low "Moon Room" recently crawled back into it for a two-week stay.

The men in the moon room were Randy Girard and Donald Larimore, Airman Apprentices assigned to the volunteer pool at the Naval Aerospace Medical Institute in Pensacola. They did well in the previous 12-hour experiment, and therefore were offered the longer test.

The moon room and a room similar, except that it has a normal earth environment, were constructed inside a 50-foot dome near the Institute. Occupants can move from one room to the other at various times during experiments so scientists can make comparisons.

Furnishings in the room included wall-to-wall carpeting, bunks that fold to the wall, two chairs, and a table. Everything was made of wood, aluminum, brass or plastic because any ferrous material would disturb the magnetic field.

Meals for the two men were provided by the Naval Hospital. There was no special diet. Technicians outside the room would open a guillotine-like door of the entrance port and place paper plates of food on a ledge in the wall. When the outer door was closed the men inside opened a similar door on their side, took the plates and closed the door.

During the test, Girard and Larimore did a lot of studying for advancement when they were not too busy following instructions. Their days included time for almost everything they would normally do, except shaving. As razors are made of steel, Girard and Larimore were not permitted to shave during the test period.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keynotes of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

Here are a few suggestions for preparing and submitting material:

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event should be received preferably eight weeks before the first day of the month preceding the month of intended publication.

Address material to Editor, ALL HANDS, Pers G15, Navy Department, Washington, D.C. 20370.

• **AT RIGHT: VERTICAL REPAIR—A CH46A** *Chinook* helicopter demonstrates its versatility by substituting for a crane by gently lowering a radar dome into place for installation atop the foremast of a heavy cruiser—157 feet above the waterline.

NAVY

The WORLD in FOCUS

...ON and OFF DUTY

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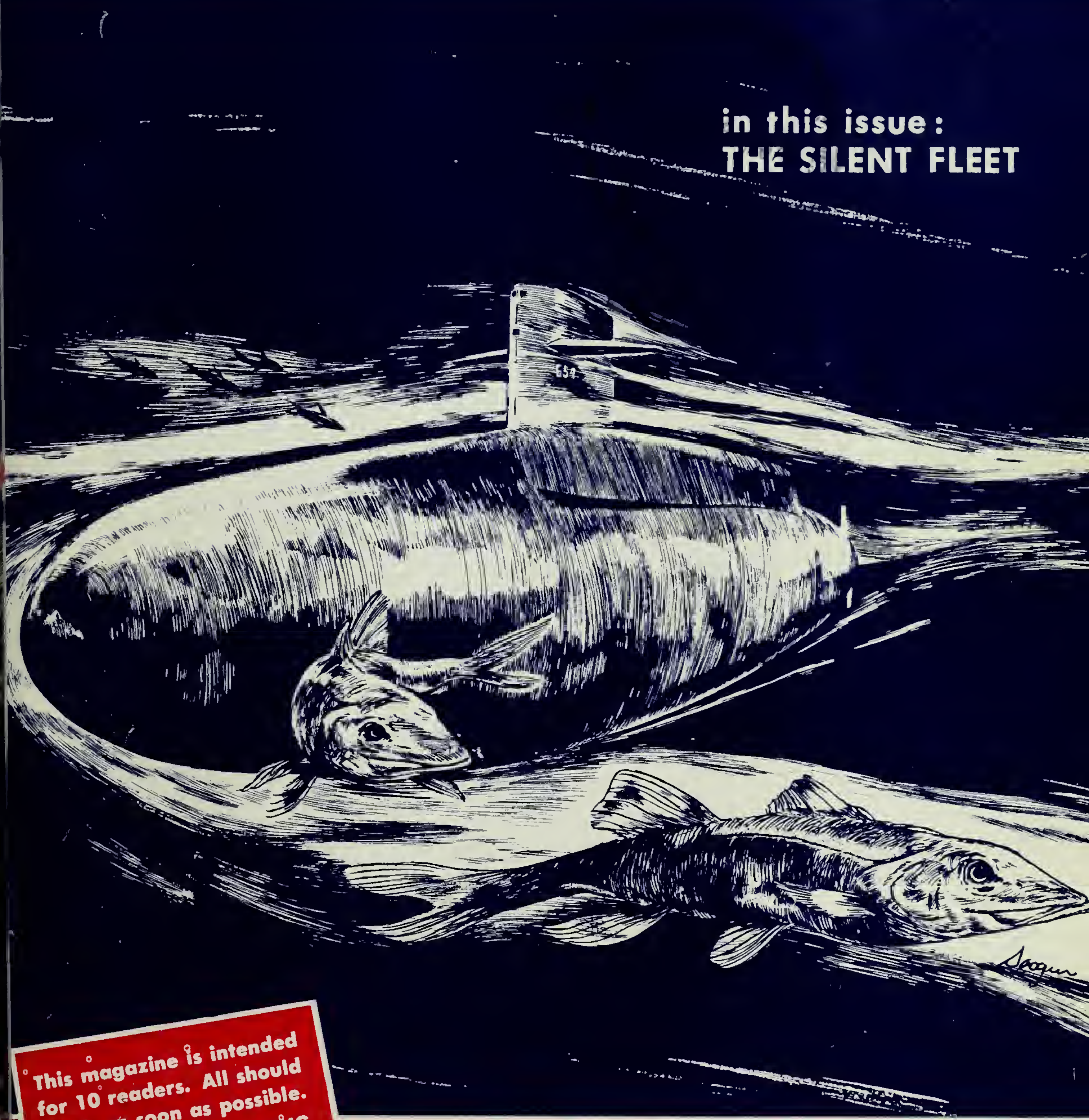
THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

in this issue:
THE SILENT FLEET



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for 10 readers. All should
see it as soon as possible.
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SEPTEMBER 1967

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ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

SEPTEMBER 1967 Nav-Pers-O NUMBER 608

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The Bureau should be kept informed of changes in the number of copies required.

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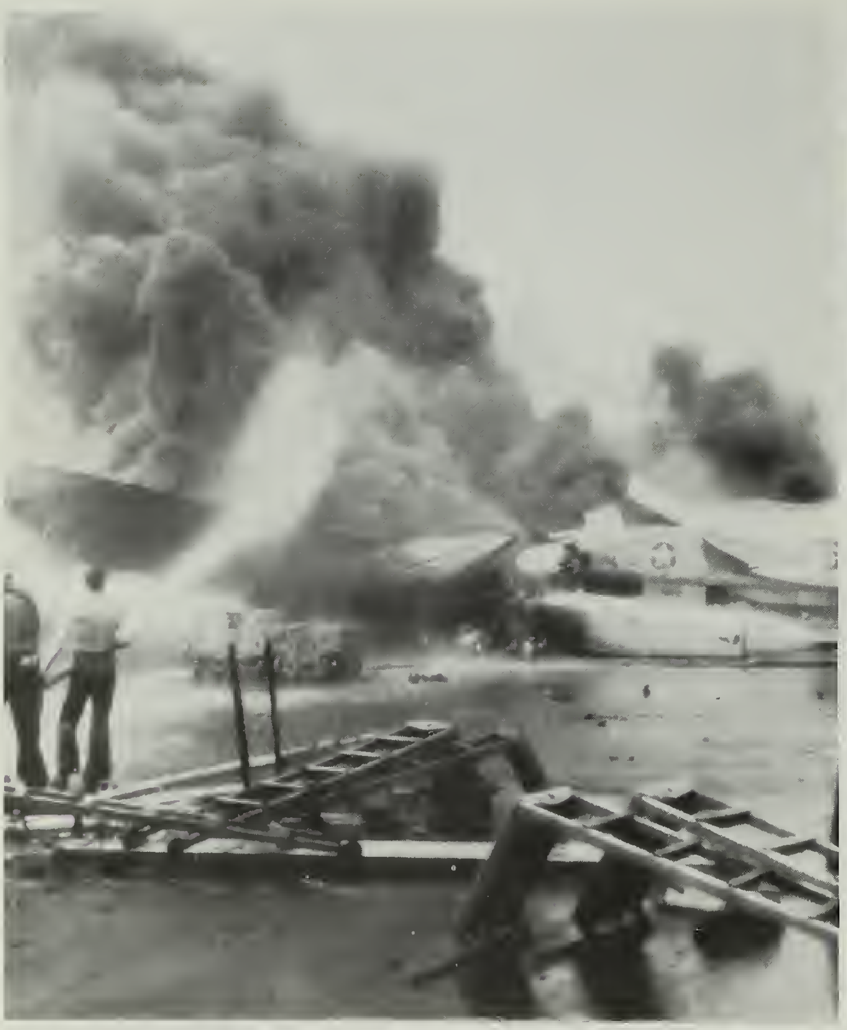
• **FRONT COVER**: SILENT SERVICE—Artist's sketch portrays Fleet ballistic missile submarine USS *George C. Marshall* (SSBN 654) on patrol beneath the ocean's surface. USS *Marshall* is symbolic of the FBM fleet that stands guard with 16 *Polaris* missiles at the ready. Drawing by Pete Sasgen, one of his last assignments while on the staff of ALL HANDS Magazine.

• **AT LEFT**: SUPER SERVICE—Sea *King* helicopter from antisubmarine aircraft carrier *USS Hornet* (CVS 12) delivers mail to crewmembers of surfaced submarine during ASW operations on the high seas.



Crewmembers of USS FORRESTAL close in on burning aircraft. BELOW: Foam and debris cover flight deck as crewmembers search for armed ordnance.

Carriermen wear gas masks for protection.

Heroes of

REAR ADMIRAL Harvey P. Lanham, Commander Carrier Division Two, embarked in the aircraft carrier USS *Forrestal* at Subic Bay, Philippines, stated that a preliminary assessment into the cause of *Forrestal's* fire that swept the ship's after section, points to some small type explosion in the pack of aircraft positioned on the ship's flight deck.

"In the hour that followed the start of the fire," stated Admiral Lanham, "I saw more heroic instances than I could count. With great disregard of exploding ordnance, men rushed in to fight the fire."

An A-4 *Skyhawk* fuel tank was punctured and ignited. Cause of the puncture is unknown at this time.

FORRESTAL fire is seen from USS ORISKANY.

They work their way through dense smoke.

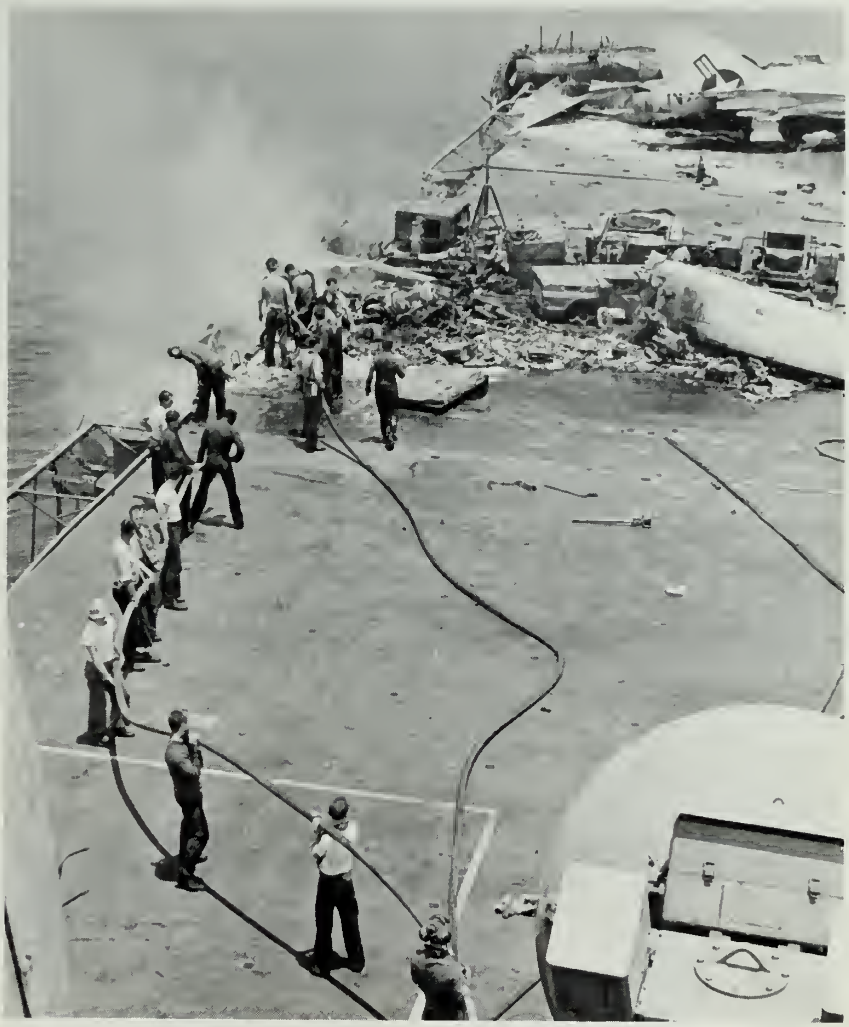
Forrestal

Fire spread immediately and caused ammunition to explore from the area awaiting to be launched. Within seconds, the first engulfed the entire after section of the ship's flight deck.

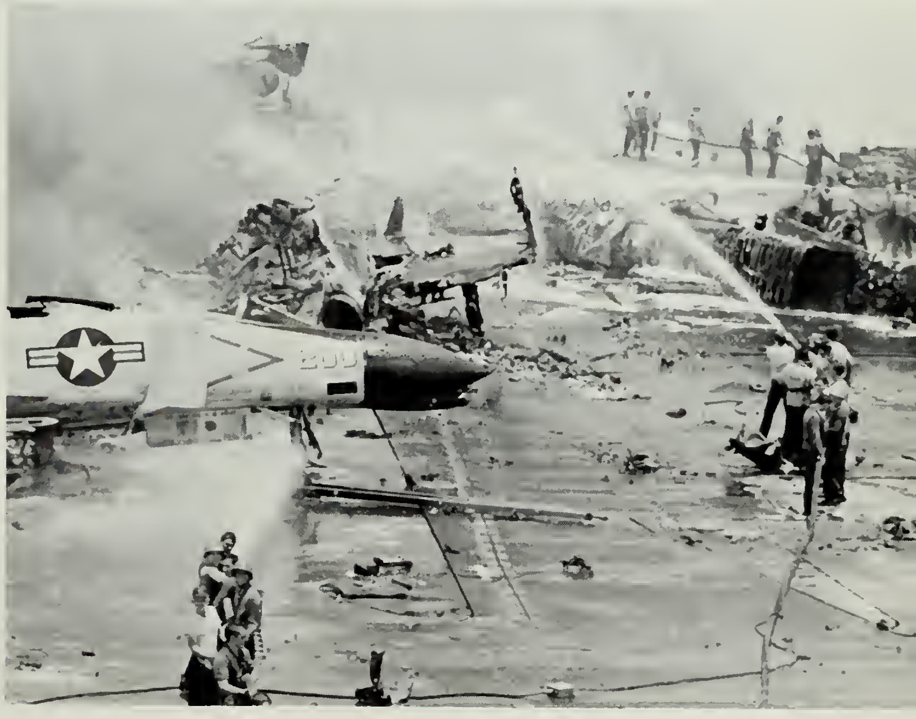
The fire, which occurred at approximately 1053 (local time), was brought under control at 2030 Saturday, 29 July, with all flames out by 0020 Sunday.

As ALL HANDS went to press, the latest personnel casualty figures indicate 102 men were killed either at the time of the initial fires and explosions or in heroically fighting fires. Another 30 men have been reported missing, and 20 seriously injured. There was not yet any account released of other injuries as a result of the fire.

Carrier was on station in Gulf of Tonkin.



With larger fires under control DC teams join fight to control small fires on hangar and flight deck. BELOW: Hoses are trained on burning aircraft.



FLARE FIRE—Firefighting instructors approach multiple ignition fire at DC Training Center in Philadelphia.

TRYING OUT A NEW TECHNIQUE—

FIGHTING FLARE

THE 25 MEN assigned to the firefighting school at the Naval Damage Control Training Center in Philadelphia are primarily concerned with teaching people the art of fighting shipboard fires.

The school's students, some of whom attend for nine weeks, include recent boot camp graduates, Reserve and Coast Guard personnel, and civilians from oil companies who are interested in the Navy's firefighting techniques.

In addition, Fleet units often send damage controlman strikers to the school for short courses. Each week since October 1966, the school has trained more than 100 men from units of the Naval Air Force Atlantic.

Although the school primarily teaches well established techniques, occasionally it evaluates new firefighting methods, equipment, and chemicals.

The school recently tested Purple K, a dry firefighting chemical, and light water, which defies the normal rules and floats on top of burning fuel to smother the fire.

One such test program recently brought rather surprising results.

FOLLOWING the tragic fire aboard USS *Oriskany* (CVA 34) last October, the school received numerous letters from Fleet units asking how to combat a fire resulting from accidental ignition of parachute flares.

The *Oriskany* fire, you will recall, began when a flare was touched off by accident, then it ignited the other flares stored with it, and soon the fire had spread to other sections of the ship.

Shipboard knowledge about flare fires was limited, to say the least. It seems the only known way to combat such a fire was for some fearless Navyman to grab the flaming flare and fling is overboard.

This method, while admittedly heroic, was either difficult and dangerous, or virtually impossible, because flares are usually stored below decks in a confined space.

So, the firefighting school began tests to find out how to put out a burning Mark 24 illuminating parachute flare. The answer: use water.

THIS IS heresy.

If you've handled Mark 24s you've probably seen a red-lettered warning about dousing a burning magnesium flare with water. When water comes in contact with the magnesium powder inside, there is a violent reaction. Sparks fly in all directions. Highly explosive hydrogen gas is released, and adds to the danger of the fire.

For the uninitiated, the Mark 24 AP (for aircraft parachute) flare is the standard illuminating flare, which is usually dropped by an aircraft to light up ground targets, or to locate downed airmen.

The flare is about 20 inches long, with a diameter of almost five inches. It is actually a cardboard tube which is contained in an aluminum casing. At a predetermined time, the flare ejects from the aluminum casing, and floats earthward on a parachute, emitting illumination at the rate of two million candlepower.

FIRES

Inside the cardboard tube is a pyrotechnic consisting of magnesium powder, oxidizer and binder in compressed form, which provides the illumination. It burns rapidly. It produces an extremely brilliant light. It is exceedingly flammable.

When the school began its tests, it visualized any number of conceivable shipboard accidents. The tests simulated:

- Accidental ignition of a single flare from within:
- Ignition of a flare by an outside source, such as a small fire in the flare locker;
- Ignition of one flare by another; and
- Multiple flare ignition, in which a pile of six flares was lit off.

The equipment and dress of the school's firefighters were not extraordinary. The hoses were standard Navy issue, although the size varied from one and one-half-inch to two and one-half-inch.

The Navy all-purpose nozzle was attached to the end of a four-foot applicator. The men wore dungarees, antiflash gloves, and welder's goggles equipped with number six shade lenses.

The first tests involved single flares, with no other flammable material close at hand.

A firefighter equipped with one and one-half-inch hose, four-foot applicator, and all-purpose nozzle, approached the burning flare with his applicator head in the low velocity water stream position. He placed the applicator head directly into the burning magnesium end of the flare. Within seconds, the flare sputtered out. The same result came when low-velocity fog was used.

Low velocity in both cases, you'll note.

At this point, it is appropriate to explain how the fire was extinguished. As you know, a fire must have three elements for it to be a fire: combustible material (fuel), heat of combustion, and oxygen. These three elements are usually thought of as a fire triangle. If one of the sides, or elements, is removed, the triangle is only an angle, and the fire has fizzled.

The usual way to douse a fire with water removes the heat element from the triangle. The water cools the material to a temperature which will not support a fire.

In the case of the Mark 24 parachute flare, during the burning of the flare pyrotechnic, the "pre-reaction zone" and the "primary reaction zone" combined are very thin. Here's an explanation from the experts:

"Since all chemical reaction products of burning are solids, except nitrogen and its oxides (at usual non-elevated temperatures), the flare flame is relatively small or of medium size. The flame however burns at approximately 4500 degree C. Water entering this flame is initially flashed into steam which has a cooling effect. Continuous application of water breaks through the flame and cools the pyrotechnic's heated surface to below its ignition temperature. Thus the fire can no longer be sustained and goes out."

HOT STUFF—Instructor equipped with protective gear picks up burning flare.

After extensive testing of this method of snuffing out the Mark 24 flare, Lieutenant John J. Donnelly, USN, who supervised the tests, was ready to report the Training Center's findings.

The firefighters found that, when using the foregoing technique in putting out the flares, it is necessary to keep the stream of water or fog at a low velocity. When a high velocity stream was used, it tended to roll the flare away from the firefighter, and the Mark 24 flare continued burning.

When the tests involved multiple flare fires, the experts found that the same basic method could be used, except that the several flares were first separated with the applicator or other implement (an axe is handy), and then each flare was attacked individually. This sounds like a lengthy process, but when the pile of six flares was lit off, they were all out in 12 seconds.

Best results came when the standard one and one-half-inch hose was used with the Navy all-purpose nozzle and four-foot applicator. With this equipment, the firefighter was able to stand off some distance from the burning flare, yet reach it with no trouble.

Thus, he could see what he was doing, and still be a safe distance from the burning magnesium.

Test personnel found that the heat from a flaming flare is not a particularly great problem. The extreme brilliance of the flare, however, is dangerous. The burning Mark 24's two million candles can easily cause temporary blindness. For this reason, the welder's goggles with number six shade lenses were recommended.

Equipped with these goggles and antiflash gloves, the firefighters were repeatedly able to approach an ignited flare and grab the parachute or its shrouds, or even pick up the flare by the non-burning end, and take it to a safe area.

If the proper equipment is not available, it is possible to approach

TOOLS OF THE TRADE—Firefighter snuffs out flare with low velocity stream.

the burning flare without gloves or goggles, using one arm as an eye shield and grasping either the parachute or its shrouds to drag the flare to a safe area. However, in this case the firefighter should not try to get close enough to grasp the non-burning end of the flare itself.

The training center concludes it is safe to let an individual flare burn itself out, if it is taken to an area free from flammable or explosive material. The flare burns for three minutes, and when two flares burned themselves out on 3/8-inch steel plating, it was not damaged.

LT Donnelly also reports that these firefighting techniques are equally applicable when the burning flare is below decks or in a confined space. The danger of an explosion is present when water is applied to a magnesium fire, since free hydrogen gas is liberated which in concentrated amounts becomes highly explosive; however, the saving grace is the speed with which the firefighter can snuff out the flaming flare. When the fire is put out in a few seconds the hydrogen does not have time to reach an explosive concentration.

The Damage Control Training Center's final conclusions are aimed at adequate preparation beforehand. The recommended precautions include:

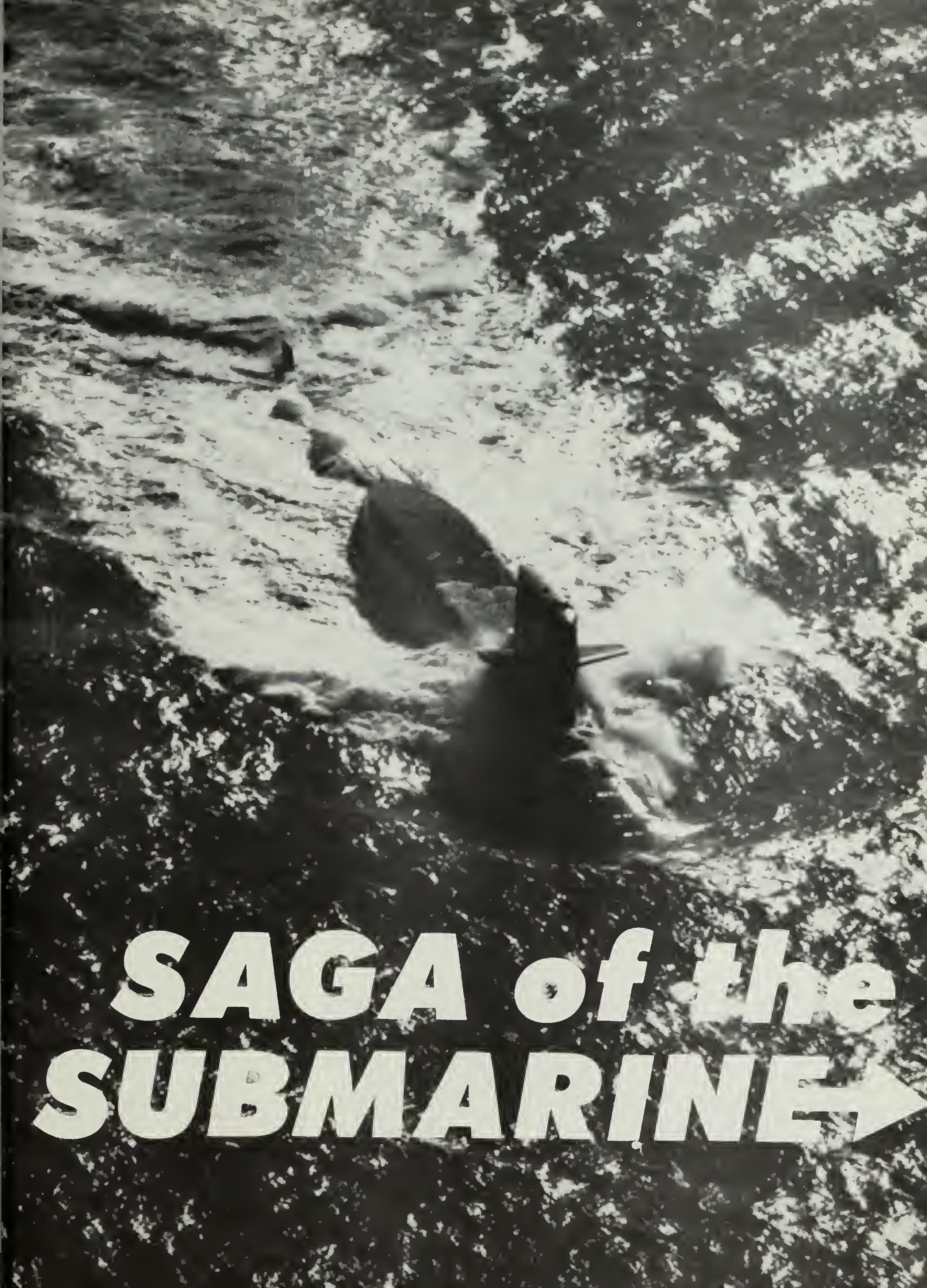
(1) Adequate firefighting equipment, including separation tools, goggles, and gloves should be kept ready when handling Mark 24 flares.

(2) Aircraft carriers should increase the number of one and one-half-inch hoses with nozzles and four-foot applicators available on flight and hangar decks and related spaces.

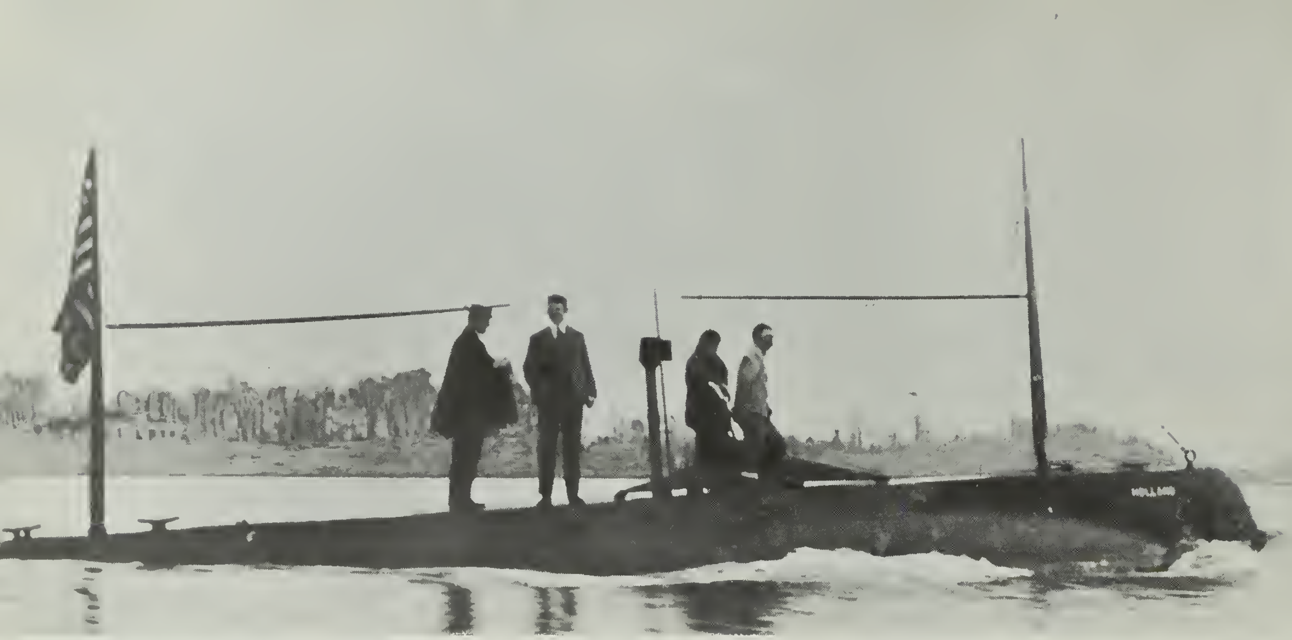
(3) All firefighting schools should include Mark 24 flare firefighting in their curricula.

(4) Ships should train their own crews in flare firefighting techniques, using remote areas of shore stations. This training should, of course, be supervised by qualified damage control personnel.

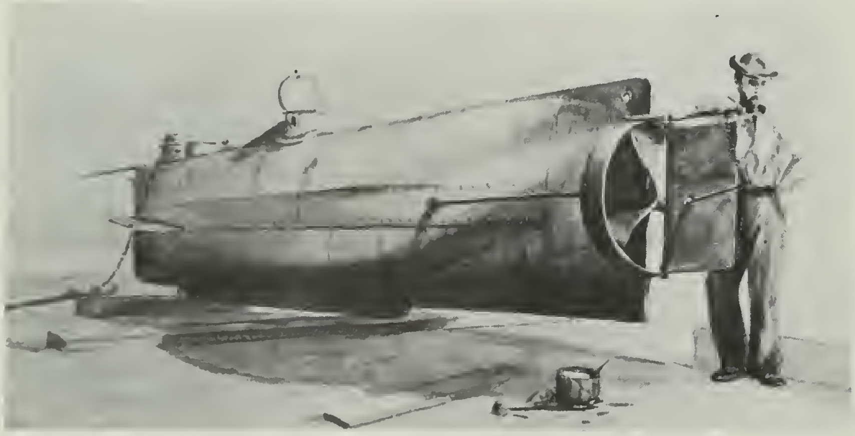
TEAMWORK by Navy ships and heroic action of trained crews bring carrier fire under control.



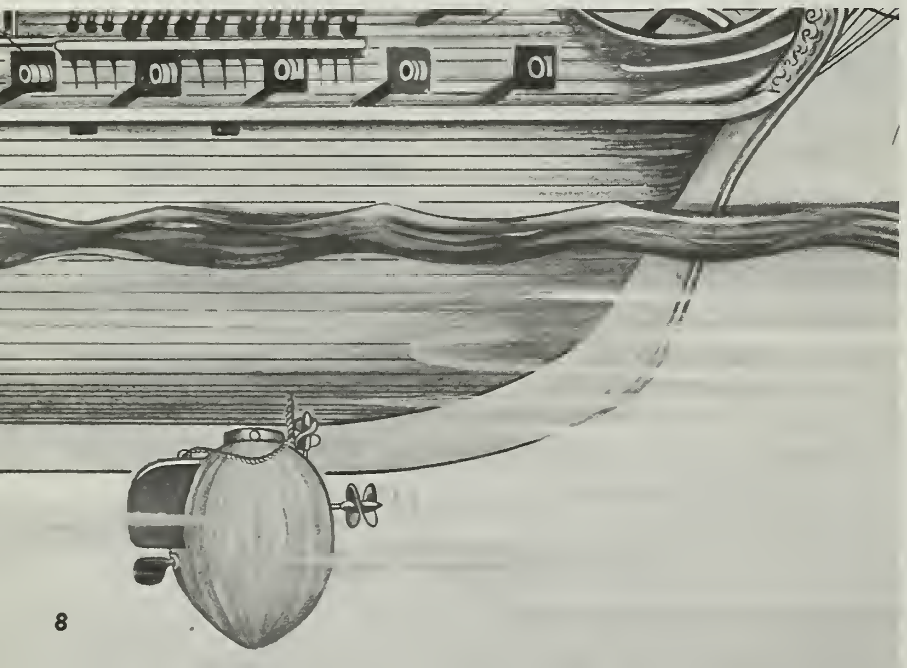
SAGA of the SUBMARINE



NAVY'S FIRST—*USS Holland* (SS 1), was delivered to the Navy in 1900.



EARLY ATTEMPTS—Artist's conceptions show Confederate Hunley-type sub and (below) Bushnell's *Turtle* trying to bore into ship during the Revolution.



Origin

THE U. S. Navy's Submarine Service this year is observing its 67th anniversary. On a spring morning in the opening days of the 20th century the submarine boat USS *Holland* (SS 1) was accepted by the Navy after demonstration trials off Mt. Vernon on the Potomac River. The trials were held in the Potomac because the shore-patrolling *Holland* could not go to sea.

From its beginning, men of the submarine service have fought a strange kind of war, a war of technology. The submariner's problem has always been how to improve his capacity. And, his capacity is his ship. Early in submarine history his problem often was how to make his ship work at all.

Historical accounts point out that man, bound to dry land by his lungs and the inexorable forces of gravity, has always sought to explore the underseas. The earliest record—from the Nile Valley in Egypt—gives us the first illustration. It is a wall painting that shows duck hunters, bird spears in hand, creeping up to their prey beneath the surface as they breathe through hollow papyrus reeds.

The Athenians are said to have used divers to clear the harbor entrance during the siege of Syracuse. And Alexander the Great, in his operations against Tyre, ordered divers

# of the Undersea Navy

GOING STRONG—USS *Haddock* (SS 32) shown here in 1914 used diesel and batteries for her power.

to destroy any submarine defenses the city might undertake to build. While in none of these records does it actually say he had any kind of submersible vehicle, legend has it that he descended in a device which kept its occupants dry and admitted light.

Not until 1578 did any record appear of a craft designed for underwater navigation. William Bourne, a British naval officer, designed a completely enclosed boat which could be submerged and rowed beneath the surface. His creation was a wooden framework bound in waterproofed leather. It was to be submerged by using hand vises to contract the sides and lower the volume.

Although Bourne's idea never got beyond the drawing board, a similar apparatus was launched in 1605. But it didn't get much farther, because the designers had neglected to consider the tenacity of underwater mud. The craft was buried at the bottom of a river during its first underwater trial.

What might be called the first "practical" submarine was a rowboat covered with greased leather. It was the idea of Cornelius Van Drebbel, a Dutch doctor living in England, in 1620. Van Drebbel's submarine was powered by oarsmen, the oars protruding through flexible leather seals. Snorkel air tubes were held above the surface by floats, thus permitting a submergence time of several hours.

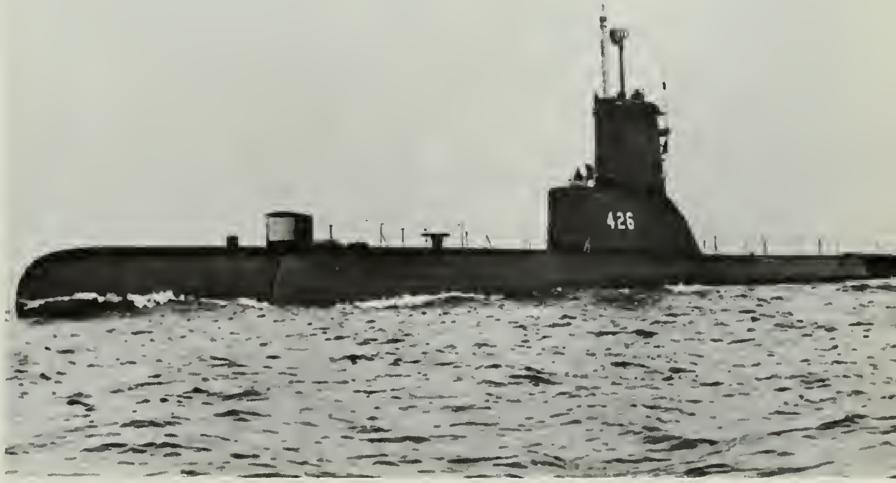
Van Drebbel successfully maneuvered at depths of 12 to 15 feet below the surface of the Thames River.

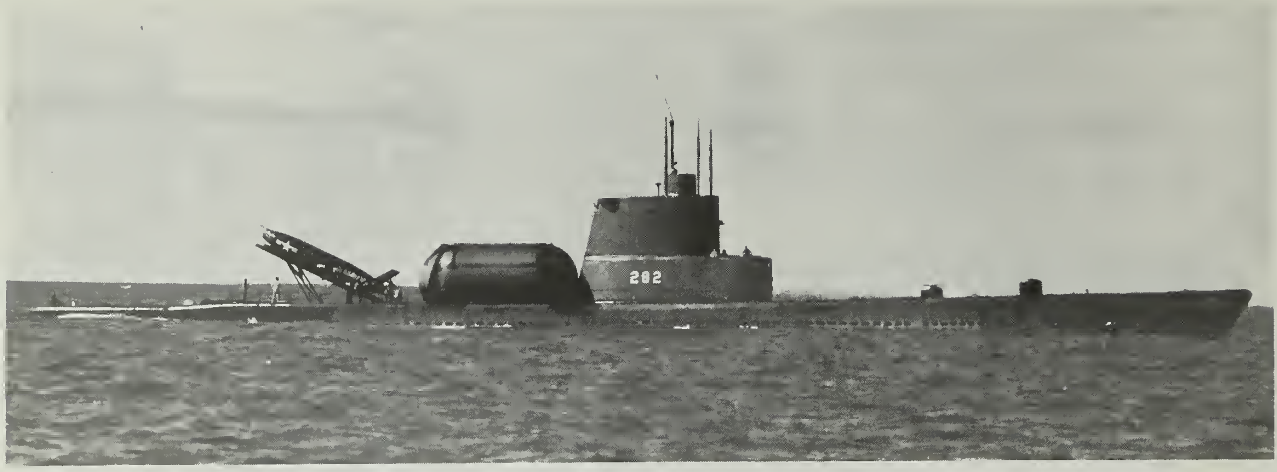
Van Drebbel followed his first boat with two others. The later models were larger but they relied upon the same principles. It is reported that after repeated tests, King James I of England rode in one of his later models to demonstrate its safety. But even royal favor failed to arouse the interest of the British Navy. It was an age when the possibility of submarine warfare was still far in the future.

In 1747 an unidentified inventor introduced a most unusual device for submerging and surfacing. As reported in a British periodical in 1747, his craft was to have had a number of goatskins built into the hull. Each was to be connected to an aperture at the bottom. He planned to submerge his vessel by filling the skins with water, and to surface it by forcing the water out with a twisting rod. Thus, we have what was probably the first approach to the modern ballast tank.

The first American submarine is as old as the United States itself. David Bushnell, a Yale graduate, designed and built a submarine torpedo boat in 1776. The one-man vessel submerged by admitting water and sur-

LATER MODEL—Post-WW II *Guppy* sub is illustrated by USS *Tusk* (SS 426).





MISSILE MARRIAGE—*USS Tunny* (SSG 282), one of first missile subs, readies *Regulus* I, surface-to-surface missile.

faced by pumping it out with a hand pump. Powered by a pedal-operated screw and armed with a keg of powder, the egg-shaped *Turtle* gave Revolutionary Americans high hopes for a secret weapon—a weapon which could destroy the British warships anchored in New York Harbor.

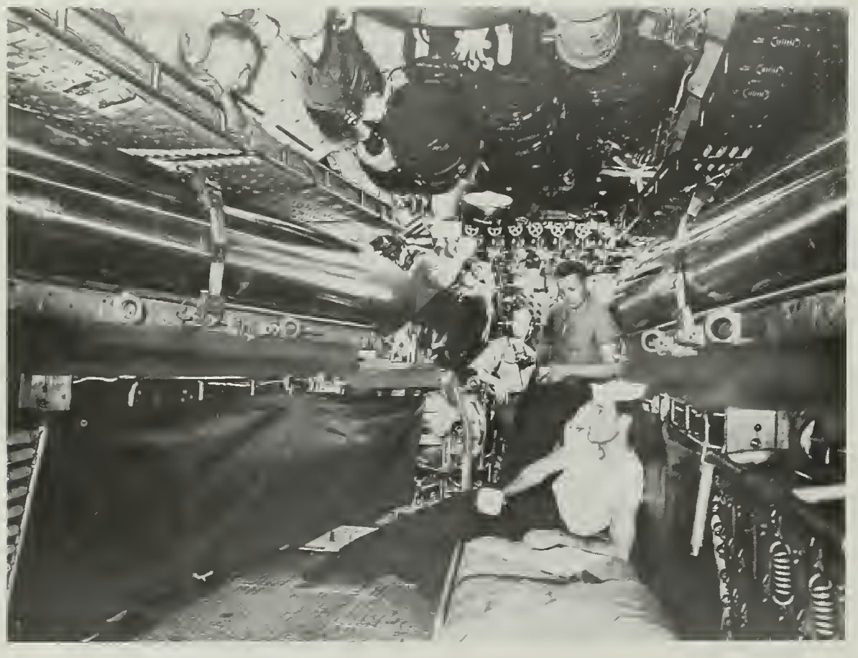
The keg of powder was to be attached to an enemy ship's hull and detonated by a time fuse. However, a boring device which was operated from inside the oak-planked *Turtle* failed to penetrate the copper-hulled vessel. Since the keg could not be attached, the project was abandoned, but not before an actual attempt was made to blow up HMS Eagle (see ALL HANDS special supplement, November 1951, page 59).

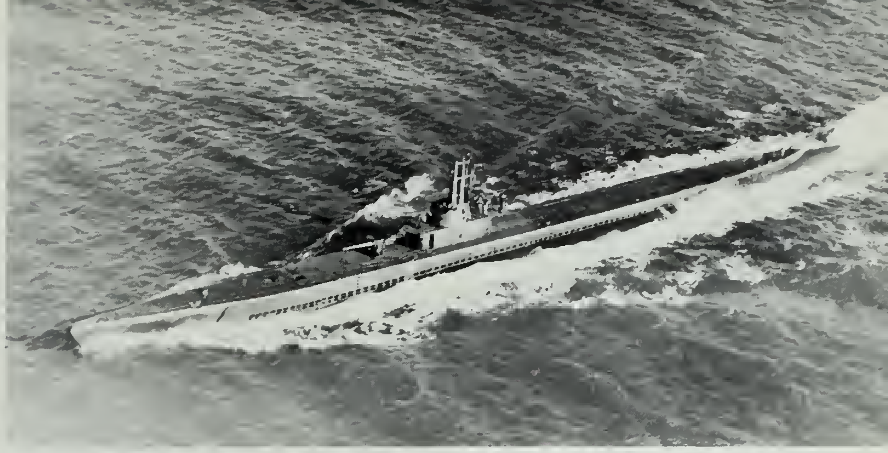
Then came another American, Robert Fulton, who successfully built and operated a submarine (in France) in 1801, before turning his talents to the steamboat. Fulton's cigar-shaped *Nautilus* had a kite-like sail for surface power. It also carried flasks of compressed air which permitted the two-man crew to remain submerged for five hours. Today, nuclear powered submarines carry compressed oxygen to help renew the air supply during long underwater periods.

William Bauer, a German, built a submarine at Kiel in 1850, but met with little success. Bauer's first boat sank in 55 feet of water. He opened the flood valves to equalize the pressure inside the submarine so the escape hatch could be opened. Bauer had to convince two terrified seamen that this was the only means of escape. When the water was at chin level, the men were shot to the surface with a bubble of air that blew the hatch open. Bauer's simple technique was rediscovered years later and modern submarines have escape compartments which operate on that principle.

A STEAM BOILER was converted into a submarine for the Confederate States of America by H. L. Hunley during the War between the States. The *David* was propelled at four

BACK THEN—Submen take coffee break on patrol in 1943. *Rt:* Practice torpedo is loaded during 1951 exercise.





REPRESENTATIVE—*USS Flasher* (SS 249) is typical of WW II subs. *Below: USS Stingray* (SS 13), commissioned in 1909, served with Atlantic Torpedo Fleet.

knots an hour by a hand-driven screw, but sank repeatedly in trials at New Orleans, Mobile, and Charleston. Since *David* had no periscope, direction was determined by surfacing and peering out the conning hatch. Consequently, a small wave would swamp the boat. Hunley himself was drowned with eight other crewmembers in Charleston Harbor. His submarine was raised and renamed *Hunley*. Armed with a 90-pound charge of powder on a long pole, *Hunley* attacked and sank a new Union ship, the *Housatonic*, in Charleston Harbor, in 1864.

The concussion wave swamped *Hunley* and it sank with *Housatonic*, but it had proven that the submarine could be a valuable weapon in time of war.

From 1864 to 1872 the U. S. Navy tinkered with a hand-cranked submarine named the *Intelligent Whale*. Intelligent or not, the *Whale* failed during its first trials. Inventors realized that until a method of propulsion better than manpower could be developed for underwater use, submarines were not going to be worth the effort.

SURFACE SHIPS were now driven with steam; why not the submarine? But the use of fire to heat the water and steam was impossible owing to the limited air supply of a submerged submarine. Today, the atomic reactor has eliminated this drawback to a heat source and submarines are driven by steam. But the internal combustion engine was the submarine's first source of real power.

This engine offered speed and comparative endurance on the surface, but its deadly carbon monoxide exhaust fumes and high oxygen consumption were obstacles to life beneath the surface. By 1900, the storage battery was in use. An Irish-American, John Holland, was the first to conceive of employing the electric and the internal combustion engine to power a submarine. Holland and another American, Simon Lake, became the first modern submarine designers. They began their experiments in the last decades of the nineteenth century, Holland in the 1870s and Lake in the 1890s.

Holland built nine submarines, one under Navy contract, before the Navy would accept one. The Navy also considered but decided not to accept Lake's *Argonaut*, an advancement on his *Argonaut, Jr.*

Lake's *Argonaut, Jr.*, had wheels with which to crawl along shallow bottoms and air locks to permit divers to enter and leave the wooden hulk while it was submerged.

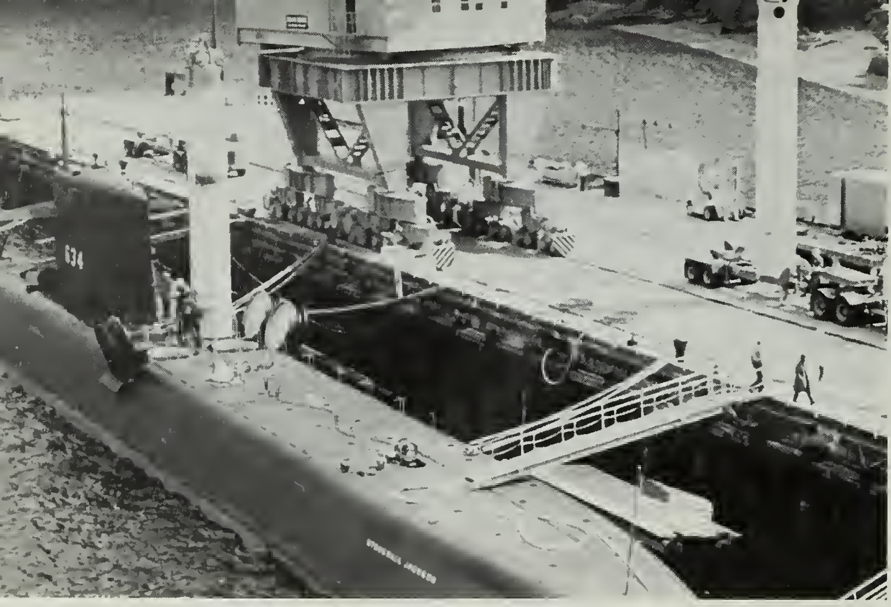
In 1900, Holland sold the Navy its first submarine, USS *Holland*. *Holland* had the "amazing speed" of seven knots surfaced, made possible by her 45-horsepower internal combustion engine, and an endurance of several hours submerged when running on rechargeable storage batteries.

Holland was armed with three Whitehead torpedoes and a bow gun that recessed into the bow. The depth of the Whitehead torpedoes' run was controlled by a pressure-sensitive piston. Its stability was controlled by a pendulum, and its direction by a gyroscope. Many modern torpedoes are much the same.

HOLLAND AND LAKE were at odds in their conceptions of the submarine. Lake experimented with boats that ascended vertically according to negative or positive buoyancy controlled by pumps and tanks. Holland's boat was given a neutral buoyancy by admitting water to balance the weight of the boat with the weight of water it displaced. With diving planes and a constant source of power, Holland's boat could dive and surface on diagonal lines. Holland's principle, with some alternatives for fast diving and surfacing, is still used.

Hunley was sunk because of her lack of vision when submerged. Even *Holland* had to broach the surface so the crew could look out the windows in the conning tower. This broaching lost the *Holland* one of the submarine's greatest advantages—surprise attack.

Loss of vision when submerged was corrected by Simon Lake, who experimented with a set of prisms and lenses he bought from a window display. Lake and a Johns Hopkins University professor worked out the periscope device. This was the submarine's only visual aid until underwater television was installed aboard



PACIFIC SIDE—USS *Stonewall Jackson* (SSBN 634) receives a supply of missiles from *Polaris* Missile Facility, Bangor, Wash., prior to leaving on patrol.

the nuclear powered *Nautilus.*

The diesel engine replaced the gasoline engine in 1912, when it was first installed aboard USS *Skipjack* (SS 24) and *Sturgeon* (SS 25). The oil-burning engine required no complicated ignition, or sparking systems. It produced fewer noxious fumes and was more economical.

The diesel engine and the electric battery remained the power source for submarines until nuclear power was introduced. While the large majority of submarines are still diesel powered, nuclear power has become the basic propulsion in new submarine construction.

THE UNITED STATES entered World War I with a total of 24 diesel powered subs. They did not see a great deal of action, and in the small number of encounters with the enemy they were unable to confirm a single victory. The U-boats of Germany, however, were to demonstrate the vital role of the submarine in any future conflict.

After the war the Navy continued to build up its submarine force and the Portsmouth Naval Shipyard in New Hampshire became one of the largest submarine builders in America. Between 1924 and 1929 the Portsmouth yard designed and built five 381-foot, V-class submarines and between 1932 and 1941, an additional 22 subs in the 1500-ton category. It was during this period that the first all-welded submarine, USS *Pike,* was completed. The welded hull allowed *Pike* to submerge to much greater depths than her predecessors and at the same time provided greater protection against depth-charge attacks.

Radar and sonar were World War II innovations. Both were developed by the English to combat German U-Boats, but were incorporated into the submarine to warn of airplane attack and counterattack from surface vessels. Sonar has become the most important of the submarine's senses. Hydrophones listen for sounds from other ships and the echoes of sound waves signaled from the submarine itself.

Toward the end of World War II, the Germans perfected a snorkel device which had been invented by the Dutch years before. This device permitted the running of diesel engines while the ship was submerged. The best storage batteries discharged rapidly and limited submergence time. The snorkel greatly increased underwater endurance, but protruded above the surface and could be detected by radar.

Although the U. S. Navy still had a relatively small number of submarines when World War II broke out, this fact did little to dampen the spirits of submariners, and the tales of their successes fill countless pages of history books. When the figures were finally tabulated it was found that American submarines sank five and one-half million tons of Japanese shipping during the war which included over half of the entire Japanese merchant fleet.

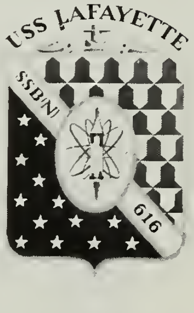
Another significant fact is that U. S. subs accounted for about 60 per cent (over 1300 ships) of all Japanese tonnage sunk, yet the submarine strength at that time comprised less than two per cent of the entire U. S. Fleet.

Such advancements as sonar, radar and the snorkel came about as a result of the pressures of World War II, and the U. S. Navy was quick to improve these systems and incorporate the lessons of the war into its modern submarine force.

One of the first results of this scientific and technological advance was the conversion of WW II Fleet submarines to *Guppy* types. As part of this conversion the guppies were streamlined to give them more speed and they were fitted with more modern radar and sonar systems.

Then, with the introduction of nuclear power, the submarine of old became a true submarine—a ship with greater endurance than its human engineers.

Many records have already been chalked up by the nuclear powered submarine, and many more are still to come. See the following pages.



Subroc breaks the surface.

Rocket separates from warhead.

Fish Out of Water

Subroc is a very strange fish indeed.

It's a hybrid: half missile, half torpedo. It's for sinking enemy subs. It's fast, it's long-range, it's deadly and it's a standard weapon aboard most U. S. nuclear attack submarines.

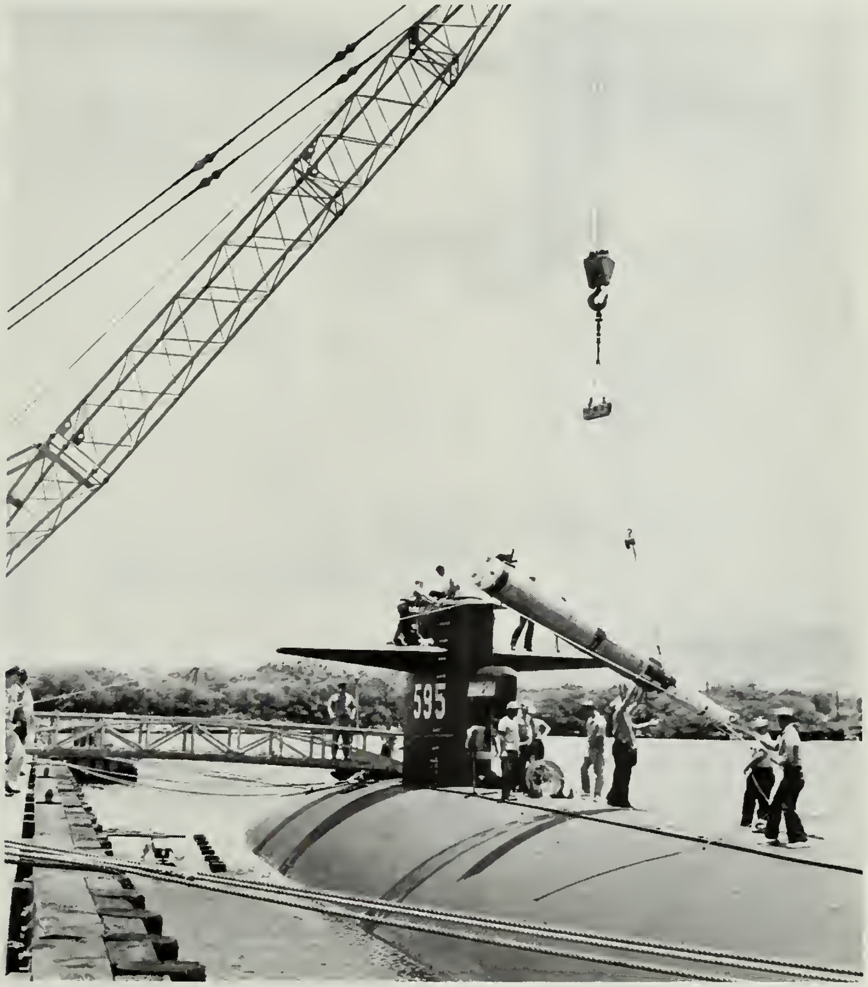
The killer sub has always had several advantages over other types of ASW units. It can operate effectively in all weather conditions; it can operate undetected in forward enemy-controlled waters; it can transit in the deep sonar channel, thus enhancing its listening capability; and has the inherent qualities of stealth and surprise to take advantage of any tactical situation.

Subroc is about the length and diameter of a standard torpedo. It was designed this way so that it could be ejected from a submarine tube.

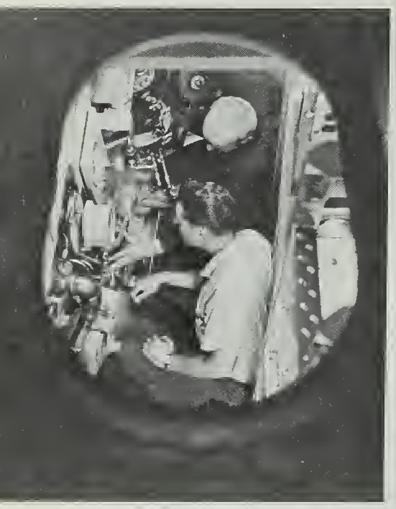
Once fired, the weapon clears the ship and then the solid-fuel rocket motor ignites. After breaking the surface the booster accelerates to a predetermined altitude and speed before separating from the payload and tumbling back into the sea.

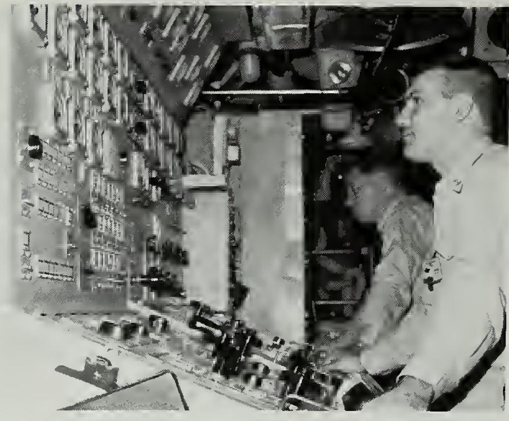
The explosive device continues its flight, without power. It describes a ballistic course, descends, reenters the sea and detonates.

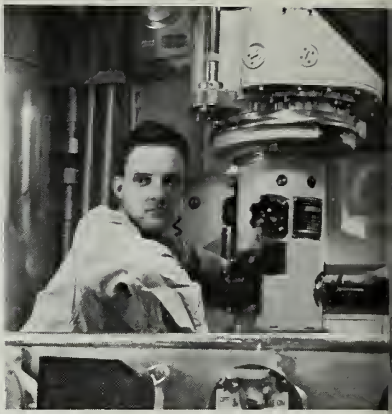
A direct hit is not necessary.



BIG SHOT—*Subroc* is moved for loading aboard the *USS Plunger* (SSN 595).







Why They Wear the

WHY DO NAVYMEN volunteer for the Submarine Service?

What makes a sailor willingly submit himself to the rigors of the confining and often uncomfortable life of a submariner?

The men of the U. S. underseas fleet claim they put in longer hours, are separated more from their families, must perform more diversified tasks and take greater risks than their surface counterparts. They live in an atmosphere where there is not enough water for daily showers at sea, where sleeping quarters are sparse and overcrowded, and where daily living can be rigorous as well as demanding.

Yet each year thousands of Navymen—seamen apprentices and veteran salts alike—volunteer for submarine duty. What's more, those who volunteer seldom change their minds. The dropout rate is practically nil. Why?

Here are the opinions of men in Submarine Flotilla One. It is a sampling of some 35 crewmembers from the following submarines: USS *Bream* (AGSS 243), *Baya* (AGSS 318), *Caiman* (SS 323), *Diodon* (SS 349), *Razorback* (SS 394), *Redfish* (AGSS 395), and *Salmon* (SS 573).

Most of the men who took part in the survey decided upon the Submarine Service after studying all the Navy's programs. More often than not their initial interest was sparked by friends who had served in—or were at the time serving in—submarines.

BUT WHAT brought about the ultimate decision?

Most gave more than one reason. Some were lured by the call of adventure, and the opportunities available to seek greater challenges and to tackle more responsibility. Others

Dolphins

sought a more rounded career.

For 20 per cent, the idea of being part of an organization so well endowed with prestige, esprit de corps, and high morale was appealing. That image is the result, they say, of the need for teamwork and close-living compatibility, coupled with the reputation built through the deeds of their WW II predecessors.

And it is significant to note that nearly 46 per cent were attracted by the higher pay afforded submariners, as well as for some of the foregoing reasons. That extra pay, it goes without saying, was a motivating factor.

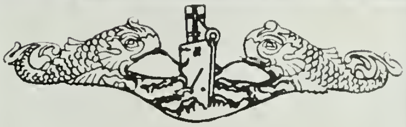
What with life the way it is aboard a submarine, how does one adjust?

The overwhelming reply was that submariners must first learn to adjust to their unusual environment, then do their best to get along with their shipmates. Many indicated that the problem of adjustment is an individual one.

Keeping active is important, according to one underseaman. He claims that if a man earnestly tries to contribute to the over-all effectiveness and betterment of the ship, he can forget his own discomforts.

"Experience in human relations is helpful," states another. "Even if you have none to begin with, you soon become an expert—otherwise you won't stay in submarines."

Another submariner feels that adjustment is no problem because those who are unable to adapt are weeded out before or during their Submarine School indoctrination.



WHAT DOES a submariner like most about life aboard a submarine?

By far the most popular answer to that question is "esprit de corps." More specifically, the submariners cited "competent personnel," "a family atmosphere," "teamwork," "working with highly educated people," "good-natured crews," "friendly association with other crewmembers," and "informality."

In addition to the informality, the submariners preferred the less rigid adherence to regulations, greater challenges, and more responsibility.

Still others regarded highly such benefits as better food, all-night movies, training programs, and submarine operating schedules.

On the opposite side of the scale, the submariners referred to overcrowded living and working conditions and lack of stowage space as what they liked *least* about their undersea life. Nearly 50 per cent indicated they would be more comfortable if there were enough bunks to go around, more privacy, and greater storage space.

Long patrols, long hours, and per-

sonnel shortages rated next on their list of dislikes, followed by the lack of laundry facilities and enough water for daily showers at sea. One submariner volunteered that most of his sub pay is used for laundry expenses, which, he said, puts him in no better financial position than a surface Navyman who receives free laundry services.

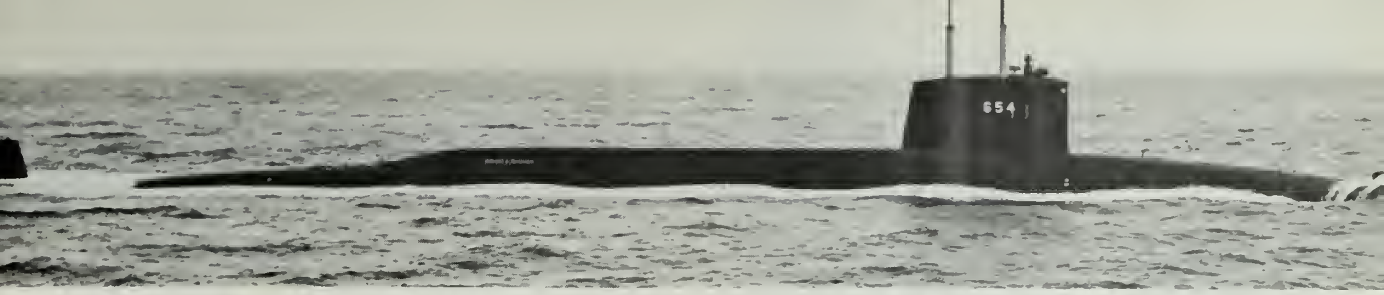
Ever since the crew of uss *Holland* was formed in 1900, submariners have boasted about their food. Since no survey of submarine personnel would be complete without a query on the subject, an attempt was made to support or refute that long-standing claim.

About three-fourths of those questioned upheld the traditional boast. A few were undecided. And a few more said, "It depends." One replied, "not necessarily," and one opposed the claim altogether concerning meals in submarines.

The affirmative replies were due to a variety of reasons. Some praised the high caliber of food and supply personnel, and their pride in their work. Others reasoned that a smaller crew permitted a more personal touch. Then, too, many approved of the family-style dining atmosphere, as well as the quality and quantity of food.

One dolphin-wearer had the final answer. He couldn't make a comparison, he said, because he had been in submarines so long he had forgotten how it was in other segments of the Navy.

—W. J. Thomas, JOC, USN



ALIKE BUT DIFFERENT—FBM sub *USS George C. Marshall* (SSBN 654) is the 36th *Polaris* submarine to join the Fleet.

No Two Subs Are Alike

No ship is ever exactly like another ship. uss *George C. Marshall* (SSBN 654) is not exactly like her sister ships. She is, nevertheless, representative of the Fleet ballistic missile submarine.

The ship is the 36th FBM and the 58th nuclear powered submarine to become an operating element of the nuclear deterrent force.

Like most Fleet ballistic missile submarines, she is named for a great American. George Catlett Marshall was General of the Army, Secretary of Defense, Secretary of State, and author of the Marshall plan for European recovery. He won the Nobel peace prize in 1953.

As a member of the *Lafayette* class of FBM submarines, which are the largest ever built, *George C. Marshall* displaces 8250 tons when submerged and 7250 tons when riding on the surface. This can be compared to the nuclear powered guided missile frigate uss *Bainbridge* (DLGN 25), which displaces 7600 tons standard.

George C. Marshall is outfitted with the equipment to fire 16 A-3 *Polaris* missiles.

These missiles, with a maximum range of 2500 miles, are carried in 16 tubes amidships. They may be launched either while the submarine is on the surface or under the sea.

The missiles are ejected from the tubes by means of compressed air, though later models have steam launchers. In the steam launching method, a small solid fuel rocket motor burns and pours its extremely hot gases into a water-filled chamber. This water immediately turns to steam and forces the missile out of its receptacle. (For more on *Polaris* and *Poseidon*, see page 24.)

The ship can also launch torpedoes. She is equipped with four 21-inch torpedo tubes on the bow.

Like other subs of her type, *George C. Marshall* was built to patrol for extended periods of time. Consequently, her designers allowed as many comforts as possible. The crew has access to a small laundry, which includes washers and dryers. There is a three-man gym. A crew's lounge also does duty as a lecture room and study hall. The galley, which would please any modern housewife, is open to the crew—the submariner who prides himself as a chef practically has carte blanche.

A fellow can also get an education down there—via PACE (Program for Afloat College Education), formerly known as *Polaris* University. It's possible for the ambitious submariner to earn as much as two years of credits toward a degree from Harvard, the University of South Carolina, San Diego State College or the University of Hawaii. (For more on PACE, see All Hands, January 1967.)

It requires two crews to keep up with a *Polaris* sub. *George C. Marshall* presently patrols out of Holy Loch, Scotland. Each cruise is approximately 60 days in duration, with one month between cruises. The off crew, when relieved, is flown back to the U. S. for training, leave and liberty.

George C. Marshall slid down the ways on 21 May 1965, after Mrs. George Marshall had broken a champagne bottle across her bow. The principal speaker that day was Dean Acheson, former Secretary of State.

The nuclear submarine spent the next month alongside the pier at Newport News. She was commissioned on 29 April.

In one respect *George C. Marshall* is exactly like her sister ships: She has never failed to meet her commitments due to failure of the system, which includes the missile, the submarine, and the crew.

HERE WE GO—Quartermaster Chief of Watch plots submarine's movements.

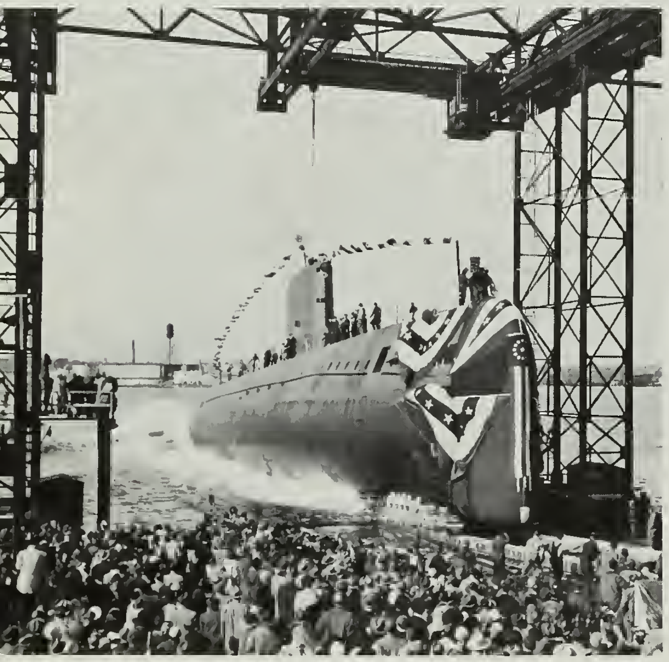
World's First True

On 17 Jan 1955, approximately 200 diesel powered submarines were in commission in the U. S. Navy.

On that day they became obsolete, as did all the other submarines in the world. That was the day when the hull SSN 571 (later to be known to the world as USS *Nautilus*), the first nuclear powered submarine, put to sea for the first time. That was the day that then-Commander Eugene P. Wilkinson, commanding officer, sent the message which was to change permanently the concept of seapower:

"Underway on nuclear power."

Before *Nautilus* became a reality, a submarine was more or less a small surface ship that could submerge for short periods of time. In 1955, the submergence time and the average submerged speed of a submarine had not greatly changed from those of submarines in operation 30 years earlier.



The age of A-subs began with *Nautilus*, shown here at launching.

The trouble was, diesels needed oxygen to operate. So did crewmembers. When submerged, that oxygen supply was cut off. The boat depended for its power on electric batteries; the men depended upon the air trapped within the hull or carried in bottles and chemicals. The whole concept was limited by one of the basic facts of life—men and machines must breathe to live.

A nuclear sub was different. Its nuclear reactor eliminated the diesel engines which had limited a sub's range and speed; had eliminated the need for diesel fuel and resultant storage spaces; had eliminated the need to surface periodically to recharge batteries.

The power plant of a nuclear submarine is based upon a nuclear reactor which provides heat for the generation of steam. This, in turn, drives the main propulsion turbines and the ship's turbo-generators for electric power.

The primary system is a circulating water cycle and consists of the reactor, loops of piping, coolant pumps and steam generators. Heat produced in the reactor by nuclear fission is transferred to the circulating primary coolant water which is pressurized to prevent boiling. This water is then pumped through the steam generator and back into the reactor for reheating in the next cycle.

From the steam generators, steam flows to the engine room where it drives the turbo-generators, which supply the ship with electricity, and to the main propulsion turbines, which drive the propeller. After passing through the turbines, the steam is condensed and the water is fed back to the steam generators by the feed pumps.

In the steam generator, the heat of the pressurized water is transferred to a secondary system to boil water into steam. This secondary system is isolated from the primary system.

None of these steps require the presence of air or oxygen. Thus, any ship so powered is able to operate completely independent of the earth's atmosphere for long periods.

During the operation of the nuclear power plant, high levels of radiation exist around the reactor, and members of the crew are not permitted to enter the reactor compartment. Heavy shielding protects the crew so that a man receives less radiation on submerged patrol than he would from natural sources ashore.

In 1960, 14 nuclear powered submarines were commissioned, demonstrating that production was rolling, only a few years after the pioneering work that had brought about the world's first nuclear ship, USS *Nautilus*. Here's the background:

At the request of then-Captain (now VADM) H. G. Rickover, USN, the first study of the application of a high-pressure, water-cooled reactor for a submarine was undertaken at Oak Ridge, Tenn., in September 1947. In January 1948 the Department of Defense requested the Atomic Energy Commission to design, develop and build a nuclear reactor which would propel a submarine.

In August 1949 the Chief of Naval Operations established an operational requirement to develop a submarine nuclear propulsion plant with a ready-for-sea date of January 1955. The late Admiral Forrest P. Sherman, then CNO, recommended the construction of a nuclear submarine to Congress on 25 Apr 1950, and the following August, the President signed Public Law 674 which authorized construction of *Nautilus*.

That same month saw the start of construction of the *Nautilus* land-based protoype (submarine thermal reactor, Mark I) at the AEC's National Reactor Testing Station in Idaho. Mark I (*Nautilus* was known as STR

Submarines

Mark II) was built from the start inside a submarine hull, complete with a surrounding tank of water, on the assumption that it was a true seagoing power plant. Breadboard techniques and engineering shortcuts were not allowed.

The model went critical at 11:17 pm, MST on 30 Mar 1953—an occasion which marked the first production of significant quantities of useful nuclear power in the world. About three months later, on 25 June, Mark I commenced a 96-hour sustained full-power run, simulating a submerged crossing of the Atlantic.

MEANWHILE, in August 1951, the Bureau of Ships (now the Naval Ship Systems Command) awarded a contract for the construction of the first nuclear-powered submarine. From this point onward, events moved rapidly.

Nautilus' keel was laid 14 Jun 1952 at Groton. She was christened on 21 Jan 1954 and was commissioned 30 Sep 1954. Her nuclear power propulsion plant was first operated at power on 20 December and first developed full power alongside the dock on 3 Jan 1955.

As mentioned earlier, it was on 17 Jan 1955 that *Nautilus,* putting to sea for the first time, signaled her message: "Underway on nuclear power." Her Mark II reactor, a refined version of the prototype Mark I reactor, behaved beautifully.

During her first sea trials, she completed high speed test runs, both surfaced and submerged, and dived more than 50 times. After further testing, she was accepted by the Navy on 22 Apr 1955.

SHE THEN PROCEEDED to smash just about every existing record that pertained to subs.

On her shakedown cruise in May, *Nautilus* steamed submerged from New London, Conn., to San Juan, Puerto Rico, traveling over 1300 miles in 84 hours—more than 10 times further than any submarine had ever traveled while submerged.

It was the first time that a combatant submarine had maintained such a high submerged speed (about 16 knots) for longer than an hour, the longest period spent submerged by a U. S. submarine, and the fastest passage between New London and San Juan by any submarine, surfaced or submerged.

She later made an even faster submerged passage from Key West to New London, a distance of 1397 miles, at an average speed of more than 20 knots.

After more than two years of operation and evaluation, *Nautilus* was refueled in April 1957. On her first core she had steamed a total of 62,562 miles, more than half of which was submerged. To cover this distance, a conventionally powered sub the size of *Nautilus* would have required more than two million gallons of fuel oil.

USS *Nautilus* (SSN 571) is escorted into New York harbor after transpolar voyage.

She then resumed operations with the Fleet, deploying to the Pacific via the Panama Canal and, upon her return to the Atlantic, participating in NATO exercises in Northern European waters. She completed several excursions under the polar icecap and penetrated to within 180 miles of the North Pole.

This was merely prelude. On 12 Aug 1958, she completed a trans-polar voyage from Pearl Harbor to Portland, England. After diving under the ice near Point Barrow, Alaska, on 1 August, she became the first ship to reach the geographic North Pole, passing beneath it on 3 August. She surfaced in the Greenland Sea two days later after steaming 1830 miles under the ice in 96 hours.

For this achievement, which demonstrated the strategic potential of the Arctic, she was awarded the Presidential Unit Citation (the first such to be awarded in peacetime) and her commanding officer, Commander William R. Anderson, the Legion of Merit.

In May 1959, she was again refueled and received her first regular overhaul—after more than four years of intensive operation. She had steamed more than 153,000 miles on her first two reactor cores, 115,000 miles of which had been submerged. During her first four and one-half years of operation, she had been submerged for more than one year.

By September 1966 she had completed 300,000 miles of steaming on nuclear power, more than 250,000 of which were submerged.

Admiral H. G. Rickover (center) watches as the Navy's first nuclear powered ship gets underway.

THE RELIABILITY of *Nautilus'* nuclear propulsion plant was considered to be due in large measure to the experience gained in the construction and operation of the land prototype plant. After being refueled in late 1955 following two years of nearly continuous operation and testing, the prototype completed a continuous full power run of 66 days with its new core installed.

This would have been sufficient to carry *Nautilus* twice around the world without refueling, and served to demonstrate the virtually unlimited cruising range of nuclear powered ships, even at high speeds.

The prototype, again refueled in early 1958 and late 1960, and now being refueled with an advanced design core, is used today as a test facility for investigating new concepts in the technology, design and operation of advanced nuclear power plants as well as a training facility for crewmembers of nuclear powered ships.

Two nucleor submarines rendezvous in ice flow ot North Pole. *Foreground: USS Seadragon* (SSN 584) ond *USS Skote* (SSN 578).

PRELIMINARY development work had involved the investigation of many concepts. Of these, only two—the pressurized water and the liquid metal (sodium)—were of sufficient interest from a naval standpoint to warrant a prototype and shipboard installation.

The pressurized water concept was first applied to *Nautilus;* the liquid sodium concept to the Navy's second nuclear powered sub—*Seawolf.*

As with *Nautilus,* the development of the *Seawolf* liquid sodium plant involved the construction of a land prototype plant. Known as the Submarine Intermediate Reactor, this was built at the Knolls Atomic Power Laboratory at West Milton, N. Y.

Seawolf's keel was laid 15 Sep 1953, and she was launched 21 Jul 1955. However, trouble developed in her reactor and she was not ready for her sea trials until January 1957.

After acceptance, USS *Seawolf* (SSN 575) operated as an active unit of the Atlantic Fleet and on 6 Oct 1958, completed a record-breaking 60-day submerged run, traveling a distance of more than 13,000 miles submerged with a completely sealed atmosphere.

Although she was able to operate satisfactorily for almost two years on her sodium-cooled reactor, technical and safety considerations indicated that the concept be dropped. In December 1958, the sodium-cooled reactor was removed and was replaced with a pressurized water plant similar to that in *Nautilus.* When she shut down her sodium plant for the last time, she had steamed a total of 71,000 miles, of which 57,000 were submerged.

With her new pressurized water plant installed, *Seawolf* was recommissioned on 30 Sep 1960. In May 1965, she was refueled for the first time since the installation of her pressurized water reactor. On this core she had steamed more than 160,000 miles, of which more than 130,000 were submerged.

USS TRITON (SSN 586) was designed to be fast enough to operate with a fast carrier task force.

One of the largest submarines ever built, *Triton* is 447 feet long, displaces more than 7700 tons submerged, and carries a crew of approximately 170. Her keel was laid 29 May 1956, she was launched 19 Aug 1958, and was commissioned 10 Nov 1959. She has two pressurized water reactors, one for each of her two propellers.

On 16 Feb 1960, she departed New London on a submerged circumnavigation of the world. Following the same route taken by Ferdinand Magellan in 1519, *Triton* proceeded to St. Peter and St. Paul's Rocks in the Atlantic and crossed the equator on 24 February. Two weeks later she rounded Cape Horn and entered the Pacific Ocean. From there, she sailed to Magellan Bay in the Philippines, thence south through Lombok Strait and rounded the Cape of Good Hope. She again reached St. Peter and St. Paul's Rocks on 25 April and proceeded via the Canary Islands and Cadiz, Spain, to the United States.

Surfacing off the coast of Delaware on 10 May, she had traveled 36,000 miles completely submerged in 83 days and 10 hours. For this voyage, she received the Presidential Unit Citation and her commanding officer, Captain Edward L. Beach, was awarded the Legion of Merit.

She has since been refueled once, and now operates with the Fleet as an attack submarine.

THE NEED for a nuclear propulsion plant similar to that of *Nautilus* but smaller, suitable for smaller subs, soon became apparent. Bettis Atomic Power Lab was given the assignment.

This plant, know as the Submarine Fleet Reactor uses a pressurized water reactor similar to that used in *Nautilus,* but is much simpler and contains several improvements in operation and maintenance.

Five subs—*Skate* (SSN 578), *Swordfish* (SSN 579), *Sargo* (SSN 583), *Seadragon* (SSN 584) and *Halibut* (SSN 587)—are powered by this type plant. The first four of this class are attack subs; *Halibut* is the first Navy submarine to be designed from the keel up as a guided missile submarine.

Skate was commissioned 23 Dec 1957. On 24 Feb 1958, she departed New London on her shakedown cruise and, eight days and 11 hours later, arrived at Portland, England. Her 176-hour submerged transit of the Atlantic had set a new west-east record.

On her return trip, *Skate* surfaced off Block Island seven days and five hours after departing Lizard Head, breaking still another record. She was the first submarine to make the transatlantic voyages to England and return while submerged.

In August, *Skate* crossed under the North Pole while exploring undersea routes beneath the polar icecap. During this trip, she spent 10 days and 14 hours and traveled slightly more than 2400 miles under the ice.

She surfaced within the icepack nine times. One of these surfacings was near the International Geophysical Year's Floating Ice Station Alfa, where scientific information was exchanged with the resident scientists.

With only a slight air of facetiousness, she claims to be the first submarine to go around the world in one hour. She circumnavigated the North Pole on a circular course within one mile of the pole.

In March 1959, she made another extensive trip under the polar icecap—this time in winter. During this trip, she traveled 11,495 miles, 11,220 of which were submerged and more than 3000 under the polar icecap. She broke through the polar ice to surface on 10 occasions.

Slightly less than five years after her commissioning she entered the yards to receive her first refueling and overhaul. She had steamed 120,862 miles, of which 105,683 were submerged, on her first core.

SWORDFISH was commissioned on 15 Sep 1958, and *Sargo* followed with her commissioning on 1 October.

Sargo also did extensive polar exploration. Sailing from Pearl Harbor, she entered the Arctic Basin by way of the Bering and Chukchi Seas. Fitted with a new iceberg-detecting sonar, she proved that it is possible for a nuclear powered submarine to cross this shallow route at any time of the year.

Numerous ice ridges, some extending as much as 100 feet deep, were encountered. On many occasions, it was necessary for her to split the distance from the ice to the ocean floor, clearing each by just a few feet.

She returned to the open Pacific through the Bering Sea. She had traveled 6000 miles in 31 days, and surfaced 20 times. Usually, it was necessary to break through the ice before she could surface.

Assigned to the Pacific Fleet after her commissioning on 5 Dec 1959, *Seadragon* reached the Pacific via the Northwest Passage during August 1960. She remained in the Arctic Basin during August and, on the 24th, became the fourth U. S. submarine to reach the North Pole. Another, but less-than-monumental first was achieved—the first baseball game held on the pack ice between the officers and enlisted members of the crew.

Two years later, on 2 Aug 1962, *Skate* and *Seadragon* rendezvoused under the ice at the North Pole, conducted antisubmarine warfare exercises and surfaced together at the Pole.

DESIGN OF A SINGLE SCREW nuclear propulsion plant suitable for installation in a submarine of higher displacement and higher speed than *Nautilus* also was undertaken by Bettis. Much of the experience gained from the Submarine Fleet Reactor was used to incorporate improvements and advancements in this type of plant. It is now being used extensively in both fast attack and Fleet ballistic missile class submarines.

This type of plant, combined with the cylinder-of-revolution hull form developed with USS *Albacore* (SS 569), resulted in the USS *Skipjack* (SSN 585) class.

Commissioned 15 Apr 1959, *Skipjack's* clean design enabled her to break all existing submarine speed records. Most nuclear submarines built since that time have been based upon the *Skipjack* concept.

While *Nautilus* was still undergoing operational testing, the Navy began development of an intermediate range ballistic missile. Brought from conception to operation in five years, the *Polaris* Fleet ballistic missile system was combined with nuclear propulsion to produce a missile-firing submarine essential to the United States' deterrent concept.

Each *Polaris* submarine carries 16 solid-fuel, two-stage ballistic missiles powered by solid fuel rocket motors, guided by a self-contained inertial guidance system, providing a combined explosive power greater than the total of all the bombs dropped by all aircraft during World War II. Nuclear propulsion enables these subs to remain on patrol, hidden beneath the surface of the sea, always ready to launch their missiles.

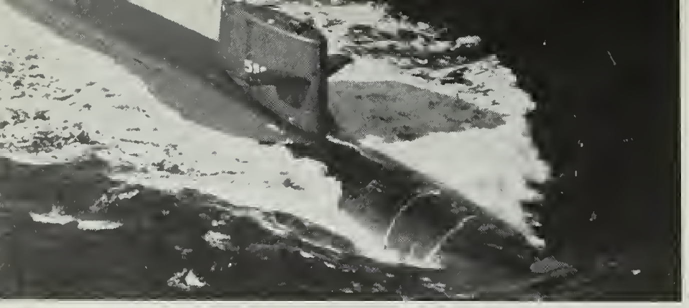
The Navy's second atomic powered sub, *USS Seawolf* (SSN 575), starter career with liquid sodium reactor.

On station, a *Polaris* sub maintains complete radio silence, receiving radio messages but sending none, lest it give away its location. Each ship has two complete crews, the Blue and the Gold, of some 130 men each. The crews alternate on two-month patrols, providing the greatest possible on-station time for the FBM submarines.

USS GEORGE WASHINGTON (SSBN 598) was the first ballistic missile submarine to be built. Originally designed to be a *Skipjack*-class fast attack sub, her partially constructed hull was cut and a 130-foot missile section added amidships.

Commissioned 30 Dec 1959, she successfully test-fired two *Polaris* A-1 missiles while submerged six months later. In November 1960, she departed for her first armed *Polaris* missile patrol, remaining submerged for more than 66 days. After deploying on 15 submerged patrols and steaming more than 100,000 miles, she was ready for refueling and refitting for longer range missiles.

Four other FBM submarines, USS *Patrick Henry* (SSBN 599), *Theodore Roosevelt* (SSBN 600), *Robert E. Lee* (SSBN 601) and *Abraham Lincoln* (SSBN 602) are included in the *George Washington* class. Although originally designed to carry the A-1 missile, all five



Navy's first *Polaris* submarine *USS George Washington* (SSBN 598) cruises on the surface.

were, in March 1967, being converted to handle the A-3 missiles.

USS Ethan Allen (SSBN 608) was the first ballistic missile submarine to be designed from the keel up as an FBM submarine. This class, consisting of *Ethan Allen*, *Sam Houston* (SSBN 609), *Thomas A. Edison* (SSBN 610), *John Marshall* (SSBN 611), and *Thomas Jefferson* (SSBN 618) are 410 feet long, displace 6900 tons, and can handle the A-1 (1200-mile) and A-2 (1500-mile) *Polaris* missiles.

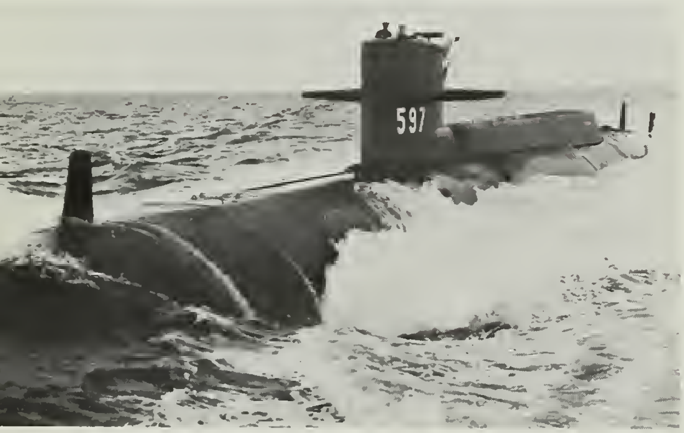
On 23 Oct 1961, *Ethan Allen* fired the first submarine-launched A-2 missile; on 8 November she set a missile-firing record by successfully launching six out of six *Polaris* A-2 missiles; and on 6 May 1962 she fired a *Polaris* in what was the first complete test of a ballistic missile, including detonation of the nuclear warhead.

The uss *Lafayette* (SSBN 616) class, third class of FBM submarines, is approximately 425 feet long, and displaces approximately 7000 tons. These 31 ships can accommodate the A-1, A-2 or A-3 missile.

On 28 Sep 1964, a ship of this class, uss *Daniel Webster* (SSBN 626) began her first deployment, carrying the first shipload of the A-3 missiles. On 25 December, a sister ship, *Daniel Boone* (SSBN 629) departed her operational base in Guam loaded with 16 A-3 missiles, marking the first operational deployment of a *Polaris* missile submarine in the Pacific.

Will Rogers (SSBN 659) last of the 41 currently authorized FBM submarines was launched 21 Jul 1966, and completed her sea trials in February 1967. *Will Rogers* marks the completion of the currently planned FBM shipbuilding program.

Nuclear powered attack submarine *USS Tullibee* (SSN 597) speeds along the surface.



Where They Came From

An impressive roster.

All were made possible through the cooperation and hard work—and taxes—of thousands, if not millions, of U.S. citizens, and through the foresight and planning of countless organizations from Congress and the President on down.

However, a major role in the development of these nuclear craft has been assumed by the Atomic Energy Commission and the Navy Department through the Naval Nuclear Propulsion Program. Its objective has been the design and development of improved naval nuclear propulsion plants for installation in ships ranging from small submarines to large combatant surface ships.

The program is directed by VADM Hyman G. Rickover, USN, Director, Division of Naval Reactors, U. S. Atomic Energy Commission and Deputy Commander for Nuclear Propulsion, Naval Ship Systems Command.

Nuclear Powered Deep-Sea Vehicle

In addition to the nuclear submarines and surface ships described in the accompanying pages, the AEC and the Navy are cooperating in the development of a nuclear powered deep submergence research and ocean engineering manned vehicle. It is anticipated that this vehicle, designated NR 1, will, because of its nuclear power, be vastly more effective than any other deep submergence vehicle now planned or in operation.

NR 1, which will be able to move at maximum speed for periods limited only by the amount of food and supplies it carries, will accommodate a crew of five and two scientists. It will be able to perform detailed studies and mapping of the ocean bottom, temperature, currents and other oceanographic details for military, commercial and scientific uses.

The submarine will have viewing ports plus a remote control grapple which will enable it to collect marine samples.

It is expected to be capable of exploring the continental shelf, an area which appears to contain the most accessible wealth in mineral and food resources in the seas.

Such exploratory charting may also help the United States to establish sovereignty over parts of the continental shelf.

It is assumed that a ship with its depth capability will be capable of exploring an area several times that of the United States.

Design and development of these plants is carried out by AEC's Bettis Atomic Power Laboratory, Pittsburgh, Pa., and Knolls Atomic Power Laboratory, Schenectady, N. Y.

The program also operates and maintains six land prototype nuclear propulsion plants. Two are located at West Milton, N. Y., one at Windsor, Conn., and three at the Atomic Energy Commission's National Reactor Testing Station, Idaho.

In addition to testing power plant designs, the land prototypes are used to train the men—both officers and enlisted personnel—who operate the shipboard plants.

Approximately 2500 officers and 14,000 enlisted men have been trained at these prototypes to date.

The nuclear power training program is divided into two phases. The first consists of a 24-week course at the Nuclear Power School located either at Bainbridge or Mare Island. This is followed by orders to one of the prototypes for six months. Courses are on a college level for most enlisted men and on a graduate level for officers.

CONGRESS HAS AUTHORIZED 107 nuclear powered submarines including 41 *Polaris* missile-launching type and one deep submergence research vehicle (see page 22), and six nuclear powered surface ships.

Of these, 70 nuclear powered submarines and four nuclear powered surface ships are now in operation and have steamed over 9,150,000 miles. Not once has a mission been aborted because of a failure in the reactor plant.

A total of 234 nuclear cores have been ordered to date, and 92 are in operation today. The first core for *Nautilus* cost more than four million dollars and enabled her to steam 62,000 miles. The second cost three million dollars on which she steamed 91,000 miles.

The long-life cores now installed in nuclear submarines cost about three million dollars and will propel the ship for about 400,000 miles.

Naval nuclear propulsion plant components, including the nuclear reactor and its special instruments and controls, are obtained from private industry on a competitive fixed-price basis. More than 500 industrial contractors—150 large and 350 small businesses—are engaged in the fabrication and supply of this equipment.

Five private shipyards and six naval shipyards are engaged in the construction or overhaul of naval nuclear powered ships.

Shape of Ships to Come

Included in the Navy's fiscal year 1967 shipbuilding and conversion program are one nuclear powered attack carrier (CVAN), one nuclear powered guided missile frigate (DLGN) and five nuclear powered attack submarines (SSN). Here's a brief description of each:

Nuclear Powered Attack Carrier (Project 102.67)—This ship will be nuclear powered with the new two-reactor plant that has been under development in recent years.

It will be the most modern warship in the world and will be an improved successor to USS *Enterprise* (CVAN 65) which has performed so well in both peacetime and wartime environments.

She will have a full Naval Tactical Data System and an Integrated Operational Intelligence Center. Automation in areas of main propulsion, ordnance handling, ship control and other areas will be included as possible wherever safety can be improved and manning reduced.

Guided Missile Frigate (Nuclear) (Project 241.67)—The nuclear powered frigate will operate offensively, independently or with strike, antisubmarine or amphibious forces against submarines, air and surface threats.

It will be equipped with the most advanced sonar and ASW weapons as well as two dual *Tartar* surface-to-air missile systems, thus providing an effective combination of both AAW and ASW capabilities.

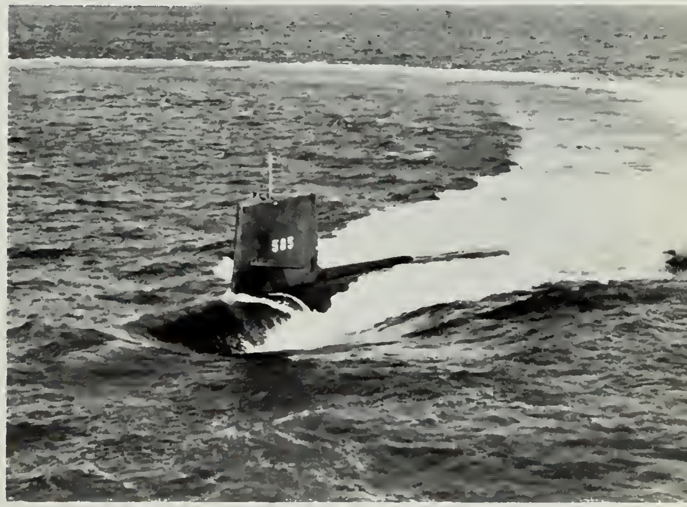
It will also have two conventional guns, making this a highly capable multipurpose escort for any task group.

King-size *USS Triton* (SSN 586) tests its twin reactors. *Below: Triton's* crewmembers check their position while on round-the-world submerged voyage.

Nuclear Powered Attack Submarines (Project 300.67)—These ships are essentially the same as the attack submarines in the 1966 programs. They are characterized by high submerged speed, good ship control and quiet operation.

Emphasis on the elimination of self and radiated noise is continued and makes excellent sonar performance at high submerged speeds possible.

These ships will incorporate all the modifications developed by the submarine safety program.



USS *Skipjack* (SSN 585) was first nuclear sub to sport new hull design.

SSBN PLUS POLARIS—

Sentinels of the Free

POLARIS—noun.
Hidden by ocean depths; mobile; having unlimited cruising range; free of the need to surface; as in *Polaris*, a deterrent to global war.

These descriptions aptly define the Fleet ballistic missile weapon system, better known by the name of its missile, *Polaris*. It has been an important word in the Navy's lexicon since 15 Nov 1960, when USS *George Washington* (SSBN 598) deployed with a full load of 16 tactical missiles.

Since the nuclear powered *George Washington* joined the Fleet seven years ago, 40 others have been commissioned.

They come in three sizes.

- The *George Washington* class, of which five were built. They began life with an *Albacore* hull and were, in fact, designed to be nuclear attack submarines. A 130-foot missile section was added, enabling them to accommodate the 16 *Polaris* missiles.

They are 380 feet long, with a 33-foot beam, and displace 5900 tons on the surface.

- *Ethan Allen* (SSBN 608) class. Built specifically to carry *Polaris* missiles, these submarines are larger than the 598 class, with an improved hull design. Displacing 6900 tons standard, they are 410 feet long, 33 feet at the beam. Five of this class were built.

- *Lafayette* (SSBN 616) class. The remaining 31 FBM subs are of this class, the largest (more than 8000 submerged displacement tons) underseas craft ever built. They are 425 feet long and have a beam of 33 feet.

THESE SUBMARINES, while fantastic in design and capability, are only a part of the FBM story. Equally important are the missiles which they carry in their midsection.

Polaris is a two-stage ballistic missile powered by solid fuel rocket motors and guided by a self-contained inertial guidance system. Once underway, it steers itself to its target.

The two generations of *Polaris* now carried by FBM subs are the A-2 and A-3 models. The *Polaris* A-1 (with its range of 1200 nautical miles) ended its tour with the Fleet when USS *Abraham Lincoln* (SSBN 602) returned to the U.S. in October 1965 for overhaul.

The *Polaris* A-2 is similar to its predecessor in its bowling-pinnish appearance, but its more powerful solid propellant gives it a range of 1500 nautical miles.

Another important refinement is a second stage rocket motor case made of wound fiber glass, in place of the A-1's steel casing.

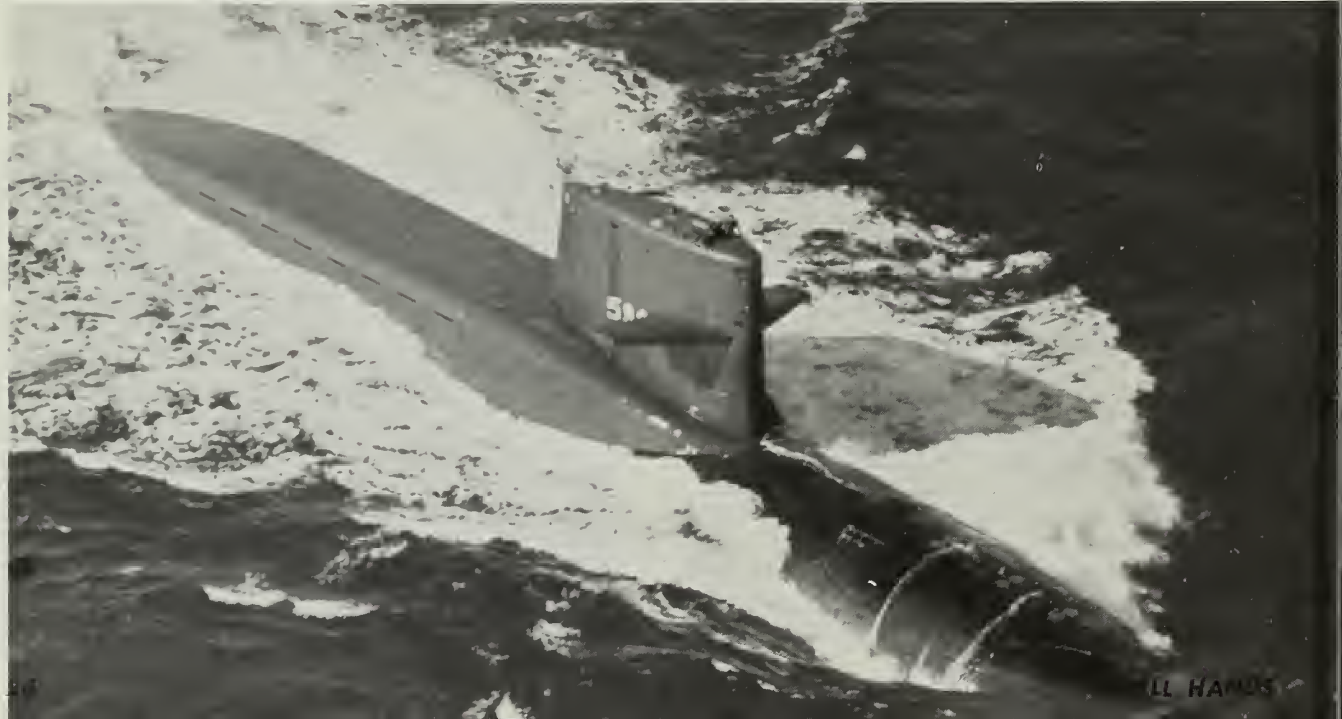
The first test of an A-2 missile from a submerged sub was successfully conducted on 24 Oct 1961, by USS *Ethan Allen* (SSBN 608) off the Florida coast.

The more refined *Polaris* A-3 was first fired from a submerged submarine on 26 Oct 1963. It was launched from USS *Andrew Jackson* (SSBN 619).

The A-3 version of the *Polaris* missile is a significantly greater advance over A-2 than was A-2 over A-1. In terms of hardware design, *Polaris* A-3 is about 85 per cent a new missile. Its increase in range to 2500 nautical miles leaves no target inaccessible to the *Polaris* A-3, since no spot on earth is more than 1700 miles from the sea.

BUT THE Navy is not stopping at the A-3. A completely new missile is being developed for the FBM system—*Poseidon.*

POLARIS PACKER—Fleet ballistic missile submarine *USS George Washington* (SSBN 598) takes 16 missiles on patrol.



Seas

The new missile's most obvious change will be its size. *Poseidon* will be six feet in diameter, about a foot and a half thicker than *Polaris* A-3, and it will stand three feet taller.

Despite *Poseidon's* increase in size, the growth potential built into the submarines' launching system will enable them to fit *Poseidon* into the same 16 missile tubes that now carry *Polaris.*

Poseidon will have double the payload of the *Polaris* A-3, and it will be even more accurate.

Poseidon's capabilities, coupled with the inherent capacity of the nuclear powered submarine to survive, will give the Navy ample assurance that the FBM system will be a reliable deterrent force in the years ahead.

BUT THAT's the future. Back to the present *Polaris* missile. The inertial guidance system used in *Polaris* is the smallest in use in our country's ballistic missiles. Using gyroscopes, accelerometers, and its own electronic computer, the guidance system dispatches the missile on correct course at the time of launch.

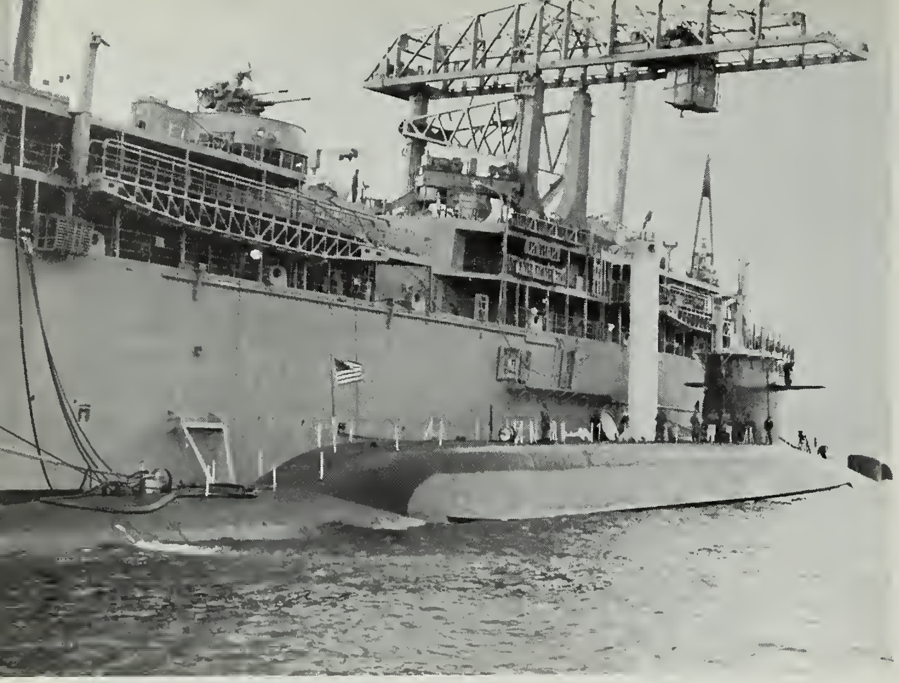
Should the missile be moved off course by high winds or other effects, the guidance system automatically computes a new course and puts the missile on it.

Still the guidance system is not through. At exactly the right instant, the device shuts off the rocket motors and separates the re-entry body from the missile. The payload then follows a ballistic trajectory to the target.

Two things must be known for success in missile launching: the position of the target, and the position of the launcher. In the FBM system, this puts great importance on navigation, since the position of the launcher (the sub) is continuously changing. Several methods complement each other in the *Polaris* submarine to provide great ac-

→

AND AWAY—*Polaris A-3* takes off.



ATLANTIC BASE—FBM sub tender *USS Hunley* (AS 31) offloads a *Polaris* from *USS Thomas A. Edison* (SSBN 610) while in port at Holy Loch, Scotland.

curacy in determining the ship's position.

PROBABLY most important of these is the Ship's Inertial Navigation System (SINS), which employs gyroscopes and accelerometers as tools of its trade.

It takes into account movement of the submarine in all directions, its speed, and true North, to provide a continuous report of the sub's position.

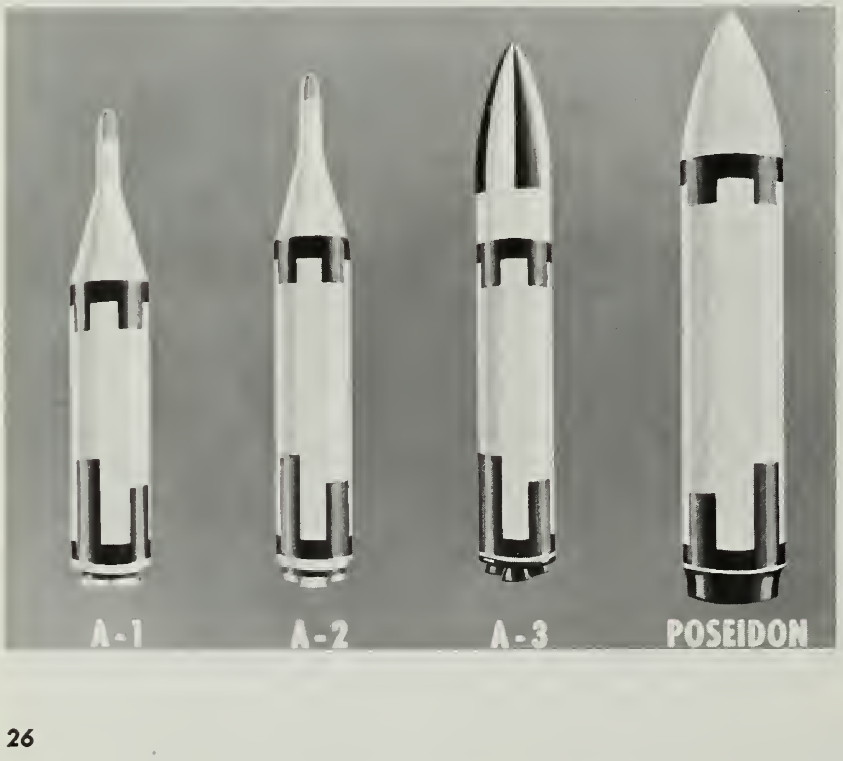
The *Polaris* submarine's fire control device feeds this information to the missile up to the instant of fire. The fire control mechanism can prepare missiles for launch at the rate of about one per minute.

Polaris missiles are launched from the submarine by either air or steam. The missile is shot from the tube up through the water to the surface. When it reaches the surface, the rocket motor lights off, and the missile is on its way. The launchers take advantage of the reliability and fast ignition characteristics of the solid propellant fuel used in *Polaris*.

The result of this launching method is increased safety for submarine and crew.

Each missile tube has its own launching device and is independent of the other tubes. Parts of each missile are accessible for maintenance even when it is loaded in the launching tube and the submarine is underway.

FAMILY TREE—Artist's sketch shows design from *Polaris A-1* to *Poseidon*.



ALTHOUGH the FBM submarine is on patrol for two months at a time, it is never out of touch with home base.

Radio communications with submerged submarines has been possible for a number of years. The radio devices have been devised with special care to protect the locations of the submarine. Tests have repeatedly demonstrated that the Navy's worldwide communications system makes possible continuing command of the always-submerged FBM submarines.

Each FBM sub has two crews, the Blue and Gold, each consisting of about 130 men. While one crew has the ship on patrol, the other is in the home port, undergoing refresher training, taking leave, breaking in new crewmembers, and in short getting set to go back to sea to relieve the other.

Originally the main source for *Polaris*men was from within the Navy. For the most part the training required was only that needed in the specialized *Polaris* field. But with the steady demand for more and more men as the *Polaris* submarine fleet grows, most now are new recruits who are the very best people our nation can make available.

They have to be. The operation of the submarine and its nuclear power plant, the upkeep of the missiles, and in fact the effectiveness of the FBM system as a deterrent to war, are up to the crew.

THE SUBMARINE. The missile. The men. These are the big three elements of the FBM system. But there are more. The support facilities.

They include missile testing sites, two missile assembly facilities, naval shipyards, submarine tenders, an experimental test firing ship, and a navigational test ship.

The chief testing site for the *Polaris* missile is the Air Force Eastern Test Range, at Cape Kennedy, Fla. The Navy complex includes launch pads and blockhouses, missile assembly and checkout buildings, and associated supply, administration and maintenance facilities. In addition, a Navy pier and associated port facilities at Cape Kennedy are maintained for SSBN and surface ship use.

USS *Observation Island* (EAG 154), an experimental missile test firing ship, is based at Port Canaveral at Cape Kennedy. The ship, a *Mariner* class cargo ship modified to serve as a firing test ship, has complete submarine-type fire control, navigation and launching systems for missile testing.

A *Polaris* Missile Facility at the Naval Ammunition Depot in Charleston serves as a missile assembly and loading point for FBM subs operating in the Atlantic. A similar activity at the Naval Ammunition Depot, Bangor, Wash., serves the Pacific force. At these activities, completed sections of the missile, including motors, controls, guidance, and other sub-systems are received from contractors, checked out, and stored for loading aboard FBM submarines, tenders, or resupply ships.

A FIRST IN 1960—RADM William F. Raborn, Jr., then Director of Special Projects and *Polaris* Program, relaxes after first submerged firing of a *Polaris* missile test vehicles by the FBM sub *USS George Washington* (SSBN 598).

Deployed *Polaris* submarines operate out of Holy Loch, Scotland; Rota, Spain; Charleston, S.C.; and Apra Harbor, Guam. At each anchorage the subs are serviced by specially-equipped tenders, which provide supplies, service, and all but major repairs.

Operational *Polaris* submarines in the Atlantic are under the control of the Commander in Chief, U.S. Atlantic Command, who exercises his authority through the Commander in Chief, U.S. Atlantic Fleet and Commander Submarine Force, U.S. Atlantic Fleet.

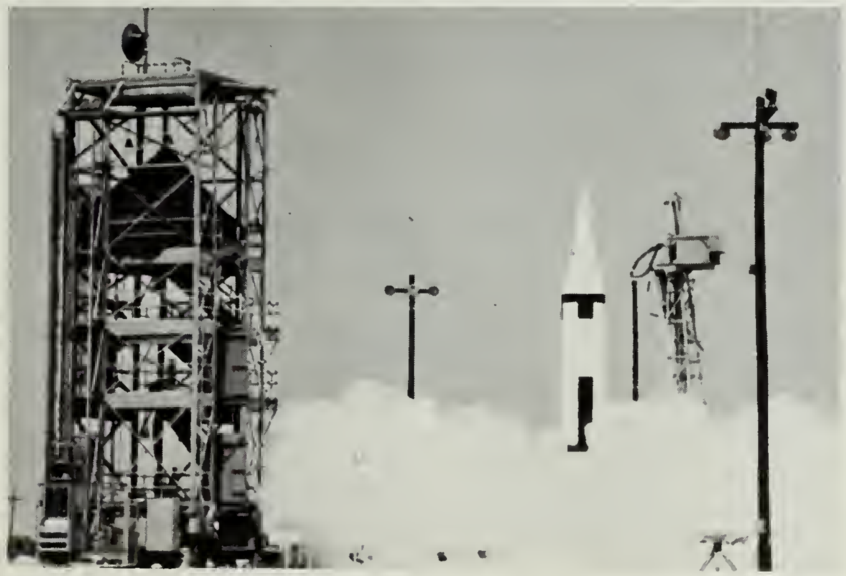
The commanders of Pacific Fleet units control the operations of FBM subs in the Pacific.

Of the 31 SSBNs now operationally deployed, 8 carry the 1500-mile range *Polaris* A-2 (5 are in overhaul) and 23 carry the A-3. Twenty-five *Polaris* subs are operationally deployed in the Atlantic Fleet, and six are deployed to the Pacific.

There have been well over 350 patrols of FBM submarines. Their 16 missiles have been ready to fire 98.1 per cent of the time.

Polaris. By definition, an important force for peace.

EARLY DAYS—*Polaris* test vehicle is fired at Cape Kennedv in 1959. *Rt: Observation Island* tests launching system.



ON PATROL—Crewmembers man stations on extended patrol. *Above:* FBM Navyman checks surface with periscope.

THE BLUE

WHERE MOST MEN measure time in days and weeks, *Polarismen* count in months. Months of training. Months on patrol. Months at home.

Their way of life is a mixture of about equal parts adventure, training, education, spaceman-like isolation, family living, and the fellowship of submariners the world over.

One way to understand the life of a *Polaris* submariner is to follow a typical crew of one of the submarines and see what happens during a normal cycle.

Each Fleet ballistic missile firing submarine is assigned two full crews. Called "Blue" and "Gold," each has its own skipper and full complement of officers and enlisted men. While one crew has the ship on patrol, the other is back in the home port, undergoing refresher training, taking leave, breaking in new crewmembers, and, in general, getting ready to go back to sea.

IT'S THE Gold crew of an FBM submarine homeported in New London, Conn., that is ready to pack up and head out to take their submarine on patrol.

There are 124 enlisted men and 12 officers in the crew. The officers include the CO, XO, navigator, engineer and his three assistants, the weapon system officer and his assistant, the communicator, the supply officer and the ship's doctor.

Thirty-four men in five ratings are directly concerned with the *Polaris* missile weapon system, while another 34 men in four ratings operate the nuclear power plant. These 68 men are ETs, MMs, EMs, ICs, QMs, TMs, FTs, and MTs. The rest of the crew consists of sonarmen, enginemen, radiomen, yeomen, commissarymen, storekeepers, corpsmen and stewards, much the same as can be found in any other type ship in the Navy.

The average age of the crew is

TO SEA—*USS Nathan Hale* (SSBN 623) moves out. *Rt: Polaris* subman checks position. *Below:* Men at launch panel.

AND GOLD

24, and almost all of the men are high school graduates or better.

Goodbyes to families and friends, in this case, are not said dockside but, instead, just before the crew boards buses at New London for an hour ride to NAS Quonset Point. There, a jet passenger plane waits to fly the men to Scotland where their submarine will be returning in a few days.

A few hours after takeoff, the plane touches down at Prestwick AFB where the Navymen again board buses for the short trip to Holy Loch, home base of Submarine Squadron 14's tender.

The tender is mother for the 10 subs of the squadron. When the subs come off patrol they pull alongside her for minor repairs, refitting, reprovisioning and the like. By using an overseas anchorage such as this, transit time to patrol areas is cut down for the submarines, adding considerably to their life.

ARRIVING at Holy Loch, members of the Gold crew report aboard the tender to live until their submarine comes in and the change in command has taken place. Then they move aboard the sub, and, with the Blue crew, discuss the problems, plans, needed repairs, replacements and other matters. This alongside time covers about 30 days, after which the Blue crew returns home to New London.

Meanwhile, the Gold crew, together with the ship's force on the sub tender, begins working to get the submarine into shape for its next patrol.

A few days before going on patrol, the submarine is taken to sea and tested to insure that she is seaworthy and all her equipment is working as it should.

Then, as scheduled, the submarine, complete with new crew, full provisions, and all repairs made, commences her patrol. The crew

AT EASE—Crewmembers of a *Polaris* sub relax in their bunks while off duty.

know they will be gone for 60 or more days and that they will be submerged for the entire time. Where they are going, what route they will take to get there, just when they will return, only the skipper knows.

But there is the awareness throughout the crew that the reason for their patrol is to be ready to launch the sub's cargo of 16 *Polaris* missiles if, and when, the President so orders. All of the money, all of the time spent in training, all of the effort put into the system is for that sole purpose, to serve as a deterrent to an enemy attack on our country.

As soon as the submarine reaches deep water, the crew settles down into the routine of living and working in its inner-sea spaceship. Everyone has already donned the specially designed blue dacron coveralls which is the uniform on patrol. Designed for comfort, the patrol suit is also a practical wash-and-wear item. Dacron, in addition, eliminates the problem of lint which could foul the sub's air.

The work routine for the missile system and nuclear power technicians, and the sonarmen and radiomen usually consists of shifts of six hours on and 12 hours off. The yeoman, corpsman, storekeepers, cooks, stewards and others may work normal 10- to 12-hour days or split their work as necessary.

To keep some sort of distinction between day and night, the ship is rigged for red at nighttime. All white lighting is replaced by red lighting in berthing spaces and other spaces not requiring daylight conditions.

Because the submarine has been assigned a specific area to patrol, within range of assigned targets, the main emphasis of the daily routine is bent toward keeping the missiles in an up status, ready to go. Therefore, missile firing drills are as much a part of life to a *Polarisman* as are eating and sleeping.

In addition to being ready to launch missiles, the submarine has to be ever alert to take evasive action if she detects strange ships, either submarine or surface, in her patrol area. To protect herself, an FBM sub carries torpedoes as defensive weapons.

During a patrol, the submarine receives messages regularly, but her radiomen are not allowed to send any since they could give away her position. Daily news broadcasts by the Armed Forces Radio Service are picked up and, considered of equal importance by the crew, so are familygrams.

These are brief, personal messages from families and friends of the crewmen which let them know how things are at home.

Since the FBM submarine is modern in design, her living spaces are roomier and more pleasing than most non-*Polaris* type subs. Bunks for the crew, as well as in the comparatively spacious crew's quarters, are scattered throughout the ship.

Officers double and triple up in well designed, but compact, state-

OVER THERE—Atlantic Fleet Blue and Gold crew of FBM subs are flown to Holy Loch for patrol duties.

rooms. Only the captain has his own stateroom.

The ship is decorated throughout in light pastel colors to provide a homey atmosphere.

BY SUBMARINE standards, the crew's mess is large. It serves additionally as the movie and recreation hall, study area, and the old country store cracker barrel.

Eating, of course, is of major concern, and every possible effort is made to provide the crew with outstanding food. The effort begins with the ship's cooks receiving special training at top-flight restaurants before joining a *Polaris* crew.

When the sub left Holy Loch, it was carrying enough food to more than cover the expected duration of patrol. Boneless and rationdense foods are used to save storage space, but submariners swear by the ability of the cooks to prepare a meal as fresh looking and tasting as anyone can get.

Food consumption on a typical patrol will include something like 4000 lbs of beef, 3000 lbs of sugar, 1200 lbs of coffee, 120 lbs of tea, 2000 lbs of chicken, 1400 lbs of pork loin, 1000 lbs of ham, 800 lbs of butter, 3400 lbs of flour, and 960 dozen eggs.

Some of the more enticing entrees listed on the menu are Chicken Isabella, Baked Alaska, Shrimp Newburg, Beef Stroganoff and Lasagna. Standard favorites are roast beef and steak. Four meals are prepared daily—breakfast, lunch, soupdown in midafternoon, and dinner—and the galley is open the rest of the time so the crewmen can help themselves (Exercise machines are available to help keep their weight down).

ORIGINALLY, it was thought that boredom would plague the crews of FBM submarines on long patrols, but it has not proven to be a problem. This is largely because of the long hours and hard work required by all hands on board to keep the submarine always ready for its mission. Off-duty hours can be more than filled with recreational or educational activities.

For instance, each *Polarisman* has the opportunity to take college level courses for self-improvement and college credit. Harvard University has devised a full, two-year course of instruction through which credits toward a bachelor's degree may be earned. Lectures for the most part are on film and the greatest share of the work is done while the submarine is on patrol. Any lectures, tests, or laboratory work which cannot be completed on patrol is done in the home port as part of the day's routine.

A prime entertainment feature is the evening (or matinee) movie, which often is shown twice daily to take care of both day and night workers. Talent show, game and sing-along nights also help to enliven the crew's spirit and morale.

ALL IN ALL, the crew usually finds that time passes quicker than expected and soon it is time to head back to Holy Loch and turn the ship over to the Blue crew once again.

A few miles out from the tender, the submarine surfaces and the men rejoin the topside world. The first taste of fresh air is not too greatly appreciated, since the controlled air of the submarine is cleaner and purer. And too, a rash of colds may crop up within the crew shortly after their return, for they have been free of such impurities since about a week after submerging on patrol.

Once alongside the tender, the Gold crew spends a few days handing the ship over to the Blue crew, and then they reverse the trip they took three months before.

After a week or two of getting accustomed to home life again, the Gold crew resumes its regular five-day-a-week program of refresher training. Newcomers will join the crew, and begin their roles as *Polarismen*, looking forward to the end of the three-month shore tour and the beginning of their first FBM patrol.

Such is the life of a *Polaris* submariner. If not unique, it is certainly different from that of other men, be they sailors, soldiers, airmen or civilians.

READY TO GO—Blue and Gold crewmembers are ready to take over as they stand at attention during commissioning ceremonies of their submarine.

SAGA of the SUBMARINE

A THUMBN

In the third century B. C. Archimedes discovered the laws of floating bodies, an event which might be called the invention of the submarine.

It was Alexander the Great who was the first man on record to go below the surface of the water in a boat of any type. It is said he had himself lowered into the sea in a glass barrel.

Leonardo da Vinci also experimented with the idea of a submarine as did many of his contemporaries.

Cornelis Drebbel, a Dutch inventor, is credited with building the first submarine. His craft, built in 1620, consisted of a wooden frame covered with greased leather. Oars sealed with watertight flaps provided the propulsion on the surface and when submerged.

In 1747 an unidentified inventor introduced a method of submerging and surfacing his submarine by having o number of goatskins built into the hull and attached to an aperture in the bottom of the boat. To submerge, the skins were to be filled with water. To surface, the skins were twisted with a rod, forcing the water out. This was a forerunner of the modern ballast tank.

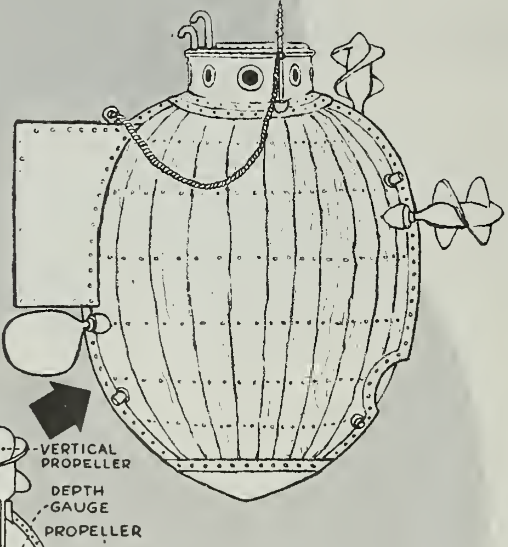
During the American Revolution a Yale student by the name of David Bushnell built a submarine to use with the underwater gunpowder he had developed. One man alone had to crank one of the two screws and manage the pumps, valves and changes of ballast.

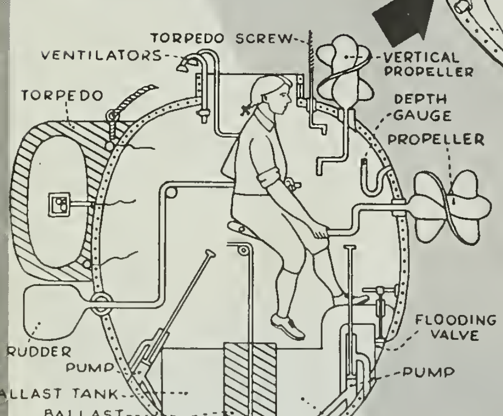
Some twenty years after Bushnell, Robert Fulton built the *Nautilus*, which was a submarine with a sail for surface operation and a hand turned screw for use when submerged. Fulton conceived the ideas of the verticol and horizontal rudders, ballast tanks and compressed air for replacing foul air. These ideas were incorporated in our modern submarines.

During the Civil War, the Confederate forces built o submarine named CSS *H. L. Hunley*. This submarine was propelled by eight men turning hand cranks. Armed with a torpedo at the end of a fifteen-foot pole, CSS *H. L. Hunley* sank a Union ship in 1864. She never returned from her mission.

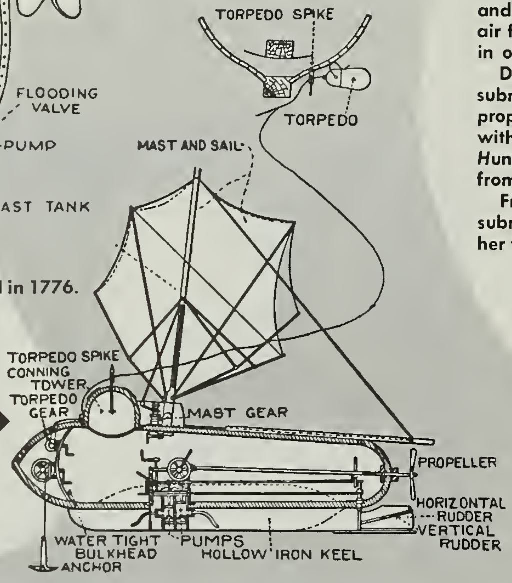
From 1864 to 1872 the Navy experimented with o submarine called the *Intelligent Whale*. She flooded on her first trial, ending any further attempts.

Alexander the Great and his glass barrel in the period of 356 to 323 B. C.





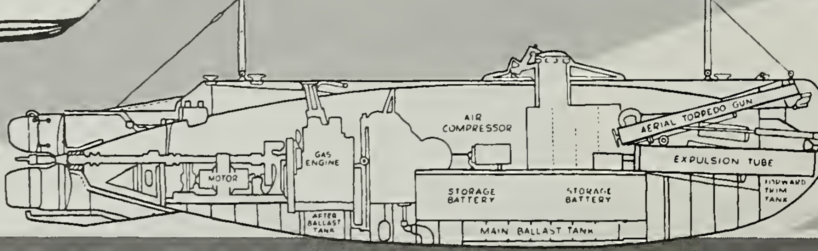
The submarine *Turtle* built by David Bushnell in 1776.

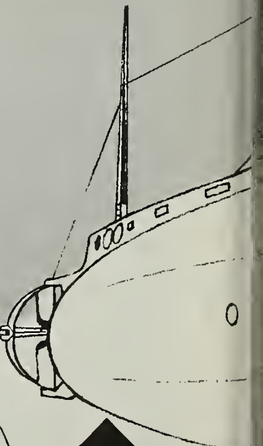


The first *Nautilus* was built by Robert Fulton and launched in 1800. This craft was rejected by both the British and French. Fulton came to fame in the United States for his steamboats.

Having been sunk three times by various mishaps, CSS *H. L. Hunley* of 1864 finally sank *USS Housatonic* with her "spar torpedo" and was herself lost.

From 1864 to 1872 the Navy experimented with a hand-cranked submarine called *Intelligent Whale*, now an exhibit at Washington Naval Yard.





SS 1 *Holland* in 1
design for all sub
was truly the first
the U. S. Navy.

L HISTORY

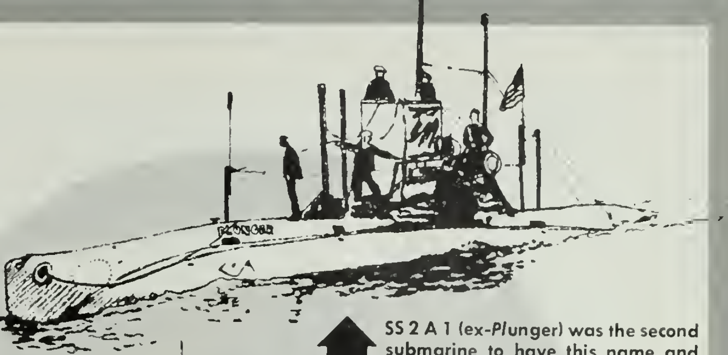
With the development of electrical machinery, an all ectric submarine was built in 1886 by Wolseley and on of England. Its speed was six knots and it was owered by two 50-hp electric motors and a 100-cell orage battery. It had a range of only 80 miles nce e batteries would have to be overhauled and recharged fter that distance.

In 1895 John Philip Holland was contracted to build e submarine *Plunger* for the U.S. Navy. Foreseeing her ilure because of naval restrictions, he began building nother entirely from his own plans which was called SS *Holland*. This was truly the first successful submarine f the United States Navy and was delivered in 1900 to ecome the basic design for all submarines to follow. *olland* was propelled on the surface by a 50-hp gasoline ngine and had an electric motor, run by a large storage attery, for underwater power. Her speed was eight nots on the surface and five and a half knots when sub-erged. She carried a crew of five men and one officer.

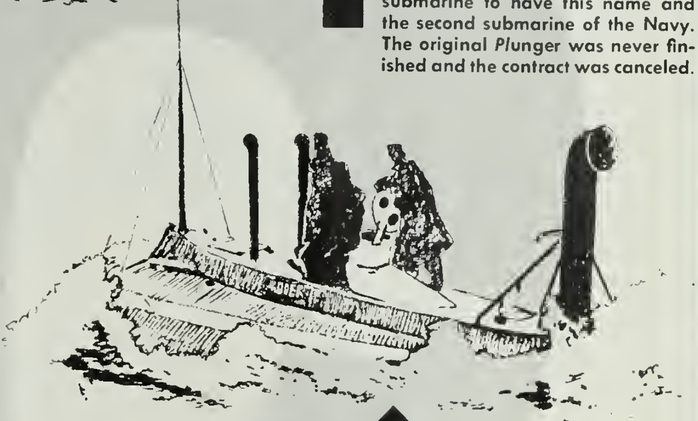
In the early part of this century almost all the sub-arines were powered by gasoline engines or steam ngines and battery-fed motors. In 1890 Rudolph Diesel, German engineer, developed a very simple engine hich was far more efficient and safer than gasoline ngines, and the United States first used it in 1912 on the bmarine *E-1*. Today it is still used as the auxiliary ngine on nuclear-powered submarines.

Germany, one of the last European nations to begin uilding a submarine force, set the pace in developing e diesel-electric submarine as her major weapon in oth world wars. In 1914 the German submarine *U-9* nk three British cruisers. With increased U-boat produc-on of WWI, merchant losses mounted alarmingly. The bmarine at this point was proven to be a superior eapon.

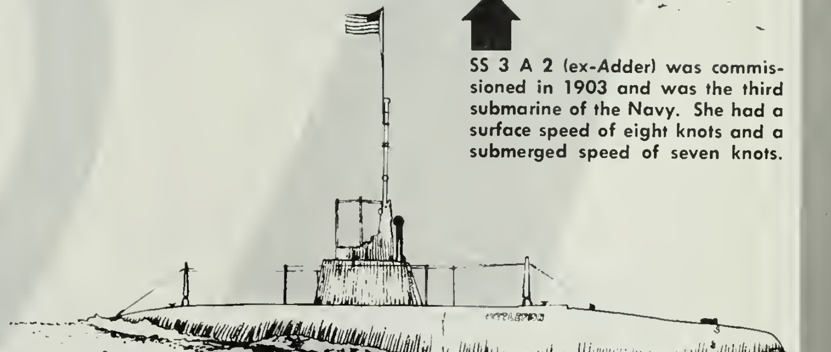
In 1917 Britain built its K class submarines, with steam lants giving them 23½ knots on the surface and electric otors for speeds of 10 knots submerged. In the 1920s e United States built its V class submarines, *Narwhal*, *autilus* and *Argonaut*, which served extensively in WII.



SS 2 A 1 (ex-*Plunger*) was the second submarine to have this name and the second submarine of the Navy. The original *Plunger* was never finished and the contract was canceled.

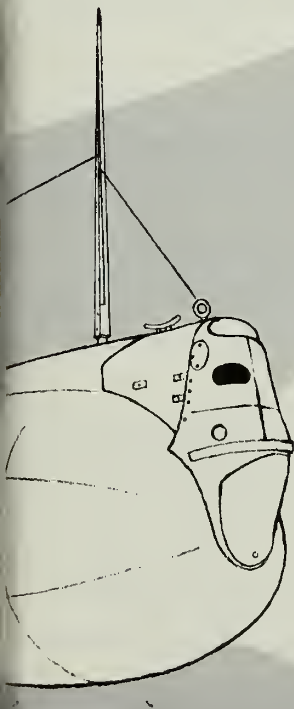


SS 3 A 2 (ex-*Adder*) was commissioned in 1903 and was the third submarine of the Navy. She had a surface speed of eight knots and a submerged speed of seven knots.



SS 11 B 2 (ex-*Cuttlefish*) was commissioned in 1907 and had a surface speed of nine knots and a submerged speed of eight knots.

SS 24 E 1 (ex-*Skipjack*) was commissioned in 1912. She had a surface speed of about 13 knots and a submerged speed of about 11 knots.

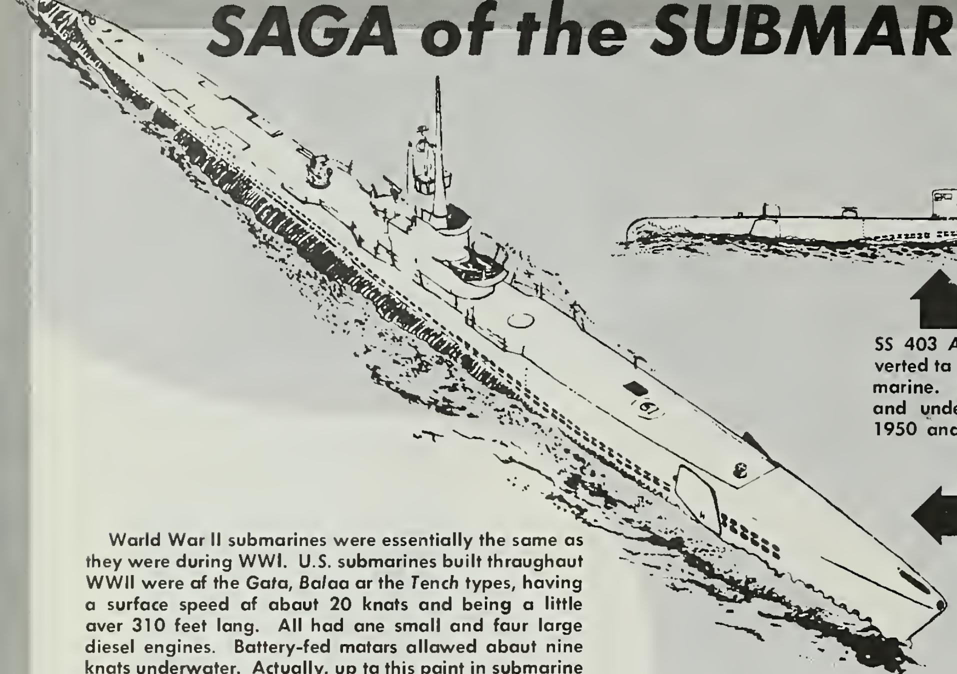


came the basic
to follow and
l submarine of

The Navy's O boat of about 1918 had a surface speed of 14 knots and a submerged speed of about 10 knots.

SS 163 (ex-SF 4) *Barracuda* (ex V 1) was commissioned in 1924. Her surface speed was 21 knots

SAGA of the SUBMARINE



SS 403 *Atule* is shown after being converted to a Guppy from the Fleet-type submarine. She was commissioned in 1944 and underwent the conversion between 1950 and 1951.

SS 475 *Argonaut* was commissioned in 1945 and is a Fleet-type submarine. Her surface speed was about 20 knots and the submerged speed was a little over eight knots.

World War II submarines were essentially the same as they were during WWI. U.S. submarines built throughout WWII were of the *Gato*, *Balao* or the *Tench* types, having a surface speed of about 20 knots and being a little over 310 feet long. All had one small and four large diesel engines. Battery-fed motors allowed about nine knots underwater. Actually, up to this point in submarine history, these craft were basically surface craft with the ability to submerge for limited periods of time.

The submarine's new age came with the development of nuclear power. Authorization for the first nuclear submarine was signed by President Truman in 1950. This was to be USS *Nautilus*. *Nautilus* was commissioned on 30 Sep 1954, and was to prove the nuclear propulsion system. On her first two reactor cores, she traveled 153,886 miles, 115,383 miles of this distance having been steamed fully submerged. (Air is filtered and reused.)

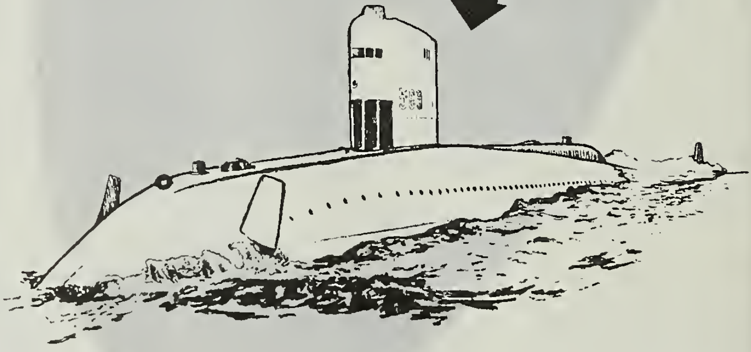
In the nuclear power plant, the heat of the reactor is transmitted to water, generating steam to drive the turbines. *Nautilus* can maintain speeds in excess of 20 knots.

Following *Nautilus* came the nuclear submarine USS *Sea Wolf*.

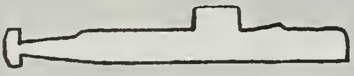
USS *Albacore* was commissioned in 1953 and was designed and built to carry out experimentation in hydrodynamics with the purpose of improving hull design.

Using the power plant of *Nautilus* and hull design of *Albacore*, the United States began building nuclear-powered submarines in production quantities. They may become the most self-sufficient war craft of all time.

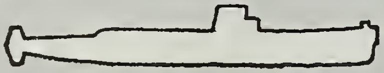
AGSS 569 *Albacore* was commissioned in 1953 with a mission to provide data for future submarine construction.



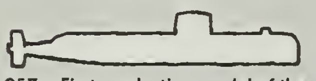
THE NUCLEAR SUBMARINE FLEET: REPRESENTATIVE TYPES



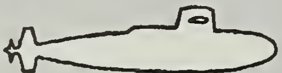
1954—Attack submarine *Nautilus* the world's first true submersible.



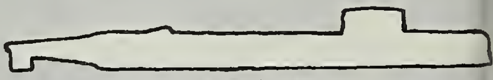
1957—Attack submarine *Seawolf* was the second nuclear submarine.



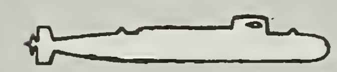
1957—First production model of the attack submarine was *Skate*.



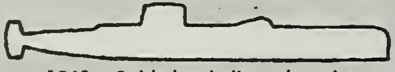
1959—Whale-shaped attack submarine, the first being *Skipjack*, was fastest and most maneuverable



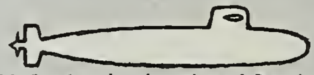
1959—World's longest attack submarine is the *Triton* with twin reactors.



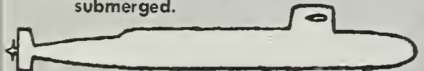
1960—Attack submarine *Tullibee* was designed to detect and destroy enemy submarines while both were submerged.



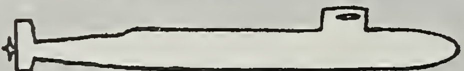
1960—Guided missile submarine *Halibut* was first submarine designed to fire *Regulus* missiles.



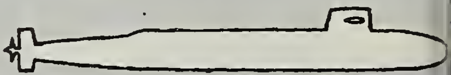
1962—Attack submarine of *Permit* class has advanced *Skipjack* design.



1959—First Fleet ballistic missile submarine was the *George Washington*, designed to fire the *Polaris*



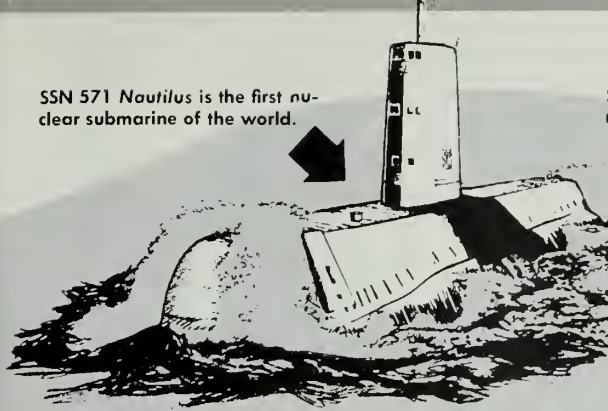
1961—Second generation Fleet ballistic missile submarine of the *Ethan Allen* class.



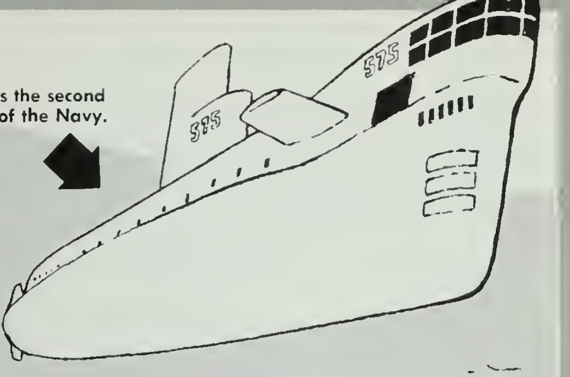
1963—Third generation Fleet ballistic missile submarine is the *Lafayette*.

Prepared by ALL HANDS Magazine

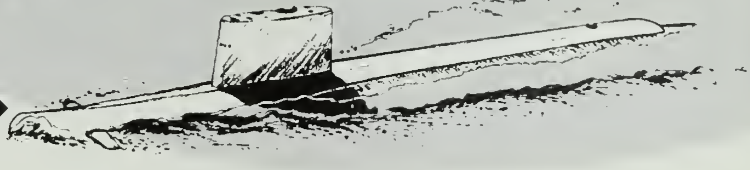
SSN 571 *Nautilus* is the first nuclear submarine of the world.

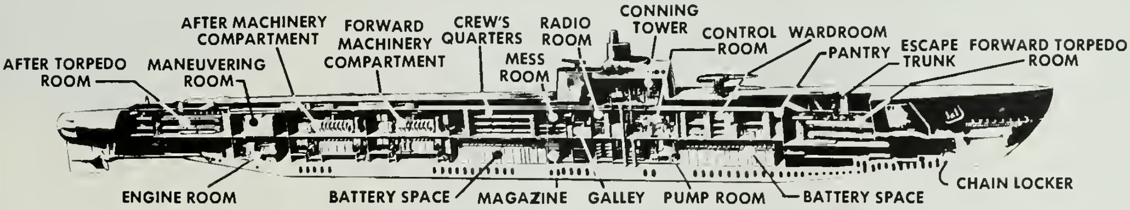


SSN 575 *Seawolf* is the second nuclear submarine of the Navy.

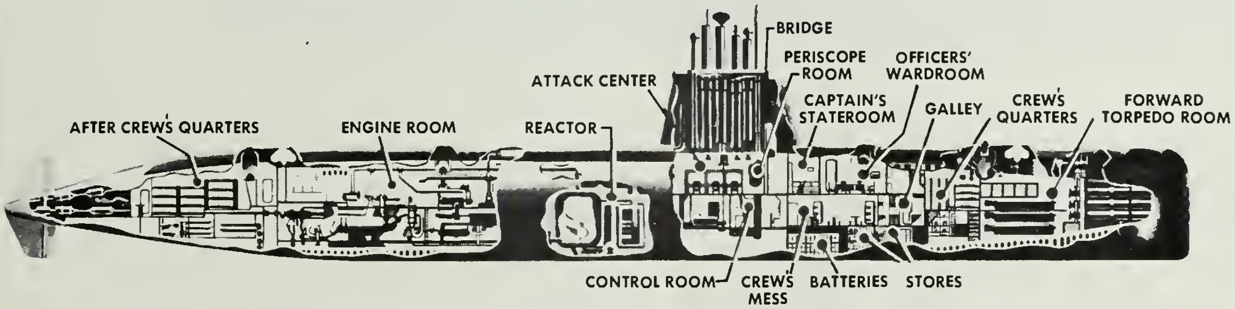


SSRN 586 *Triton* is the Navy's longest nuclear submarine and has twin reactors. *Triton* was commissioned in 1959.

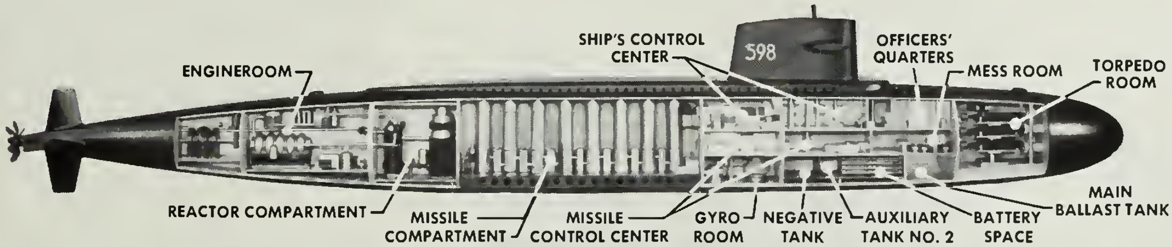




Cutaway of a World War II Fleet type submarine. This type played a prominent role in Pacific warfare.

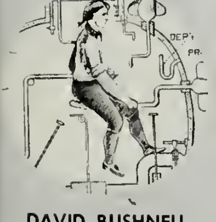


Shown is a cutaway of the present *Nautilus* (SSN 571) designed to cruise longer, farther and faster than conventional submarines.



Cutaway of the George *Washington* SSBN 598, a Fleet ballistic missile submarine.

AMERICAN PIONEERS IN THE SUBMARINE FIELD



DAVID BUSHNELL
c1742-1824

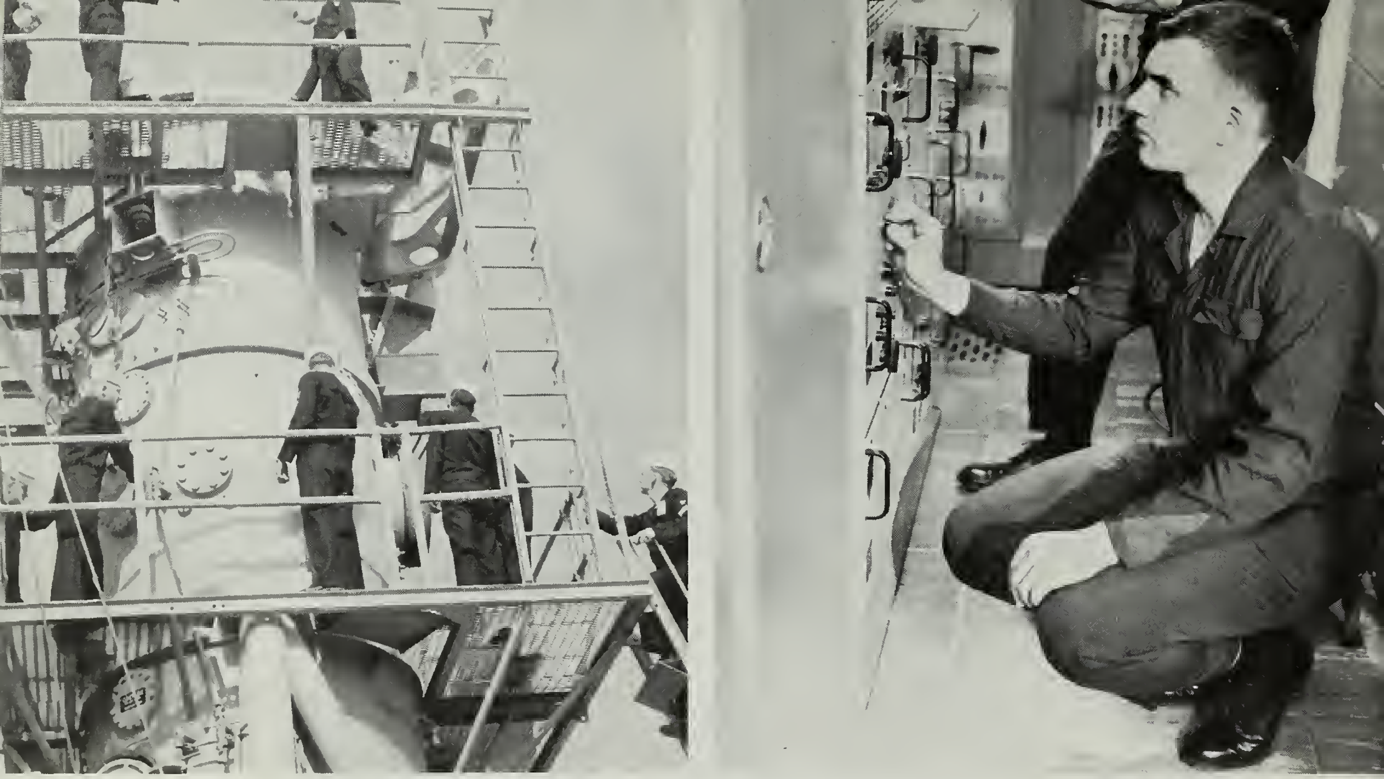
ROBERT FULTON
1765-1815

HORACE L HUNLEY
1823-1863

JOHN P. HOLLAND
1840-1914

SIMON LAKE
1866-1945

VADM. H.G. RICKOVER USN
1900-



SHORE AND SHIP—FBM students meet a *Polaris* tube at Dam Neck. *Rt:* FBM submarine training continues.

POLARISMAN

For all its complexity, the *Polaris* submarine is only as good as the men who breathe life into it.

This aphorism is used in the indoctrination phase of *Polaris* crew training. Because an FBM (Fleet ballistic missile) submarine is literally a world unto itself, each crewman must be highly trained, well qualified, reliable and self-sufficient. He must fit neatly into his specific niche within the sub's technological and psychological network.

In other words, he must be a *Polaris*man.

Training of *Polaris* submariners falls into broad categories: that required before assignment to a *Polaris* sub, and that received while on patrol or on shore between patrols.

A certain amount of training is common to all *Polarismen.* Every sailor goes through nine weeks of boot camp right after enlisting in the Navy. This gives him an introduction to the Navy and his new way of life. Later, all potential submariners spend eight weeks in submarine school, where they learn the rudiments of submarine life.

Even when first assigned to a submarine, a man is still not a full-fledged submariner. Before his dolphins are presented to him, he spends about 36 weeks earning the right to wear them. He must be familiar with the complete workings of his submarine. He spends hours tracing pipes, wiring and air vent systems, all of which are essential to the sub.

But it takes more, much more, to become a *Polarisman.*

Originally, the main source of FBM sailors was the diesel subs. But with the steady demand for more and more specialists within the *Polaris* fleet, the mainstream of personnel is now coming from recruit centers.

A special Advanced Electronics Field (AEF) program has been established as a primer for *Polaris* trainees. The program may cover more than a year of formal training in basic and advanced electronics schools.

Study begins with a course of instruction—varying in length from 22 to 36 weeks—at one of the following Class "A" schools: CTM, DS, ETR, ETN, FTG, FTM, GMM, STG, STS, and MT.

The student first learns the fundamentals and application of electronics, electricity, magnetic amplifiers and synchro/servo remote control systems.

More advanced courses are taught as the student proceeds through school. These may include the study of radar special circuits, transistors and anolog and digital computer fundamentals.

After successful completion of an "A" school, the student may be sent to a "C" school to begin the detailed study of specific equipment related to the ET, FT, MT, and TM ratings. There are more than 25 different courses at the various "C" schools lasting from 11 to 29 weeks, depending upon the complexity of the Fleet ballistic missile system equipment.

The training required for FBM systems is centered at the U.S. Naval Guided Missiles School, Dam

Neck, Va. *Polaris* facilities at Dam Neck include actual tactical systems duplicating those which the men operate and maintain on board ship. These systems include a ship's inertial navigation system (SINS), a fire control system, and a full-size missile launching tube which ejects a mushroom of multicolored water instead of a missile.

To be able to maintain and operate the equipment, a *Polaris* technician must be thoroughly familiar with the basic theory and fundamental physical principles involved. All the courses contain an eight-week preliminary course which helps the student grasp the basics of digital computers, inertial theory, computer logic, transistor theory and use of testing devices. Some of this training is available outside the Navy only at the postgraduate college level.

At least half of the students' time in most courses is devoted to laboratory work. ETs receive a 27-week course in one of three fields, all concerned with the operation, maintenance and testing of navigation system devices. These include the SINS, the navigation control console, sonar equipment, star tracking periscopes and satellite receivers.

FTs learn the theory, operation, maintenance and testing of the entire missile fire control system, including checkout equipment, in the 29-week course.

MTs spend 28 weeks studying the theory and operation of missile guidance systems and missile checkout equipment. In an 11-week course, TMs master the missile launching system and associated hardware.

Quartermasters assigned to FBM crews also attend a special six-week course at Dam Neck to learn the use of various special navigational aids.

In addition to the advanced courses for enlisted men, there are highly accelerated courses for prospective commanding and executive officers, and complete courses for weapon system and navigation officers.

After completing such courses, the *Polarisman* can look forward to serving in submarines of the Fleet where he will gain additional experience. But his schooling may not end here. For as new and better equipment is developed for the system, he will return to school for a few weeks or months to learn how to operate and maintain it.

After a man has mastered his own specialty, he then starts on the road to supervisor and must learn the operations of the entire system, much as a systems engineer does.

At this point, the circle of training becomes complete and he is given the responsibility of instructing new men striving to become full-fledged *Polarismen*.

POLARISMAN watches complicated monitoring gear for missile firing system.

HIGHLY TRAINED *Polaris* submariner reports aboard *USS Lafayette* (SSBN 616).

THE BULLETIN BOARD

It's a Bonny Life in the Land of Kilts and Bagpipes

WHEN NAVYMEN and their families complete a tour at duty stations overseas, they leave with a better appreciation of the country and its people, thanks to their life as neighbors of the local residents. That's part of the broadening experience of travel, one of the service fringe benefits that has a tendency to be overlooked.

Of course, some duty stations abroad are more interesting than others. Some have an ideal climate. Some have exotic scenery.

And then there's duty in Holy Loch, Scotland . . .

Navy families have been known to return from a couple of years in Holy Loch almost unrecognizable to family and friends they had left behind.

Hitherto unmusical Navymen can be seen—and heard—sending the skirl of the bagpipes wafting across the water as their submarine pulls into Charleston, S. C.

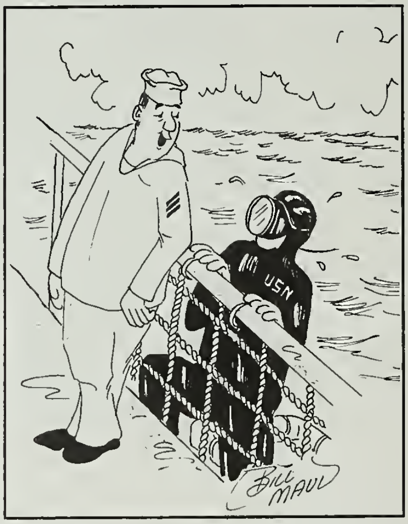
Friends are sometimes startled when newly returned families rush outside at the first sign of sunshine and throw their arms skyward as if greeting a long-lost comrade.

Former diehard bachelors come home with brides, whose thoroughly charming accent quickly devastates the local populace.

There is no U. S. naval base at Holy Loch. A small, protected bay near Scotland's western coast, it is used by the Navy as an anchorage for a submarine tender (currently USS *Simon Lake* (AS 31) is assigned), and the boats of Submarine Squadron 14, most of which are Fleet ballistic missile subs.

Since there is no base, Navy families are required to live among the Scots (not Scotch, if you please), and it apparently doesn't take long to become captivated by the whole Scottish scene. Most of the scene, anyway. The Scottish weather is notoriously uncaptivating.

William Roger Maul, CTC, USN



"Ah! . . . '007', I presume? . . ."

There are three principal towns close to Holy Loch. Most Navy families set up housekeeping in either Greenock, Gourock, or Dunoon.

Greenock (about 77,000 population) is the largest of the three, and thus has most to offer the Navy family, especially with respect to available housing.

It is also only 25 miles from Glasgow, Scotland's largest city. Greenock has one major disadvantage. It is on the wrong side of the Firth of Clyde, as far as the submarine tender is concerned, and the boat ride to the ship is rather long.

Gourock (about 10,000) is near Greenock, also across the Firth of Clyde from the tender, and the boat ride to the ship is still lengthy.

Many Navy families choose to live in Dunoon (about 10,000), since it is closest to the anchorage. There is a small Navy Exchange and Commissary located here, and the tender is anchored nearby.

Housing: Most Navy families rent furnished apartments (called flats) or houses. Unfurnished houses are available, but are much more difficult to find, and often require a minimum two-year lease. Furnished two-bedroom apartments and houses usually rent for $100 per month and up. One-bedroom flats start at $45 per month.

Houses are generally unheated. But, even if they are provided with central heating, the maximum temperature may not be as high as that to which you are accustomed during the winter months in the States. Heating is usually by portable electric or paraffin (kerosene) heaters. Gas heating is more expensive than in the States.

Scottish communities have an electrical supply of from 200 to 240 volts at 50 cycles. Electrical appliances of American manufacture normally operate on 110/120 volts, 60 cycles; therefore, they can be used only with a transformer. It is suggested that you check your American-made appliances to determine the correct size transformer to use.

You should bring plenty of sheets, pillowslips, towels, and tablecloths so that you do not have to do your laundry too frequently. Good drying days do not come with any regularity.

Cothes dryers are especially helpful items to bring with you, although the limited space in the kitchen area can present a problem, and you may have to pay for special wiring or run your dryer on half power.

Clothes washers of the semiautomatic or wringer type will work with a converter. Automatic washers can present a number of problems due to the difference in cycles, plumbing lines, and fixtures.

Radios, hi-fi's, phonographs, mixers, toasters, grills, vacuum cleaners and electric heaters are desirable, and you will want to bring them with you. However, it is suggested you store television sets (completely useless), freezer, stoves, and automatic washer-dryer in the States until you get back home. Television sets may be bought or rented locally.

Medical and Dental Care: There are two U. S. naval clinics, one in Dunoon, the other in Greenock. Medical care is also available from civilian sources, but dependents may not use the free facilities of the British National Health Service without the permission of a U. S. Navy medical officer. When hospitalization is required, it must be obtained from civilian sources.

It is recommended that dependents have all necessary dental treatment completed before leaving the U. S., because only limited dental treatment is available from the Navy Dental Clinic and local civilian dentists. British dentists are highly skilled and qualified, of course, but their first concern is to their own patients. Some, however, will accept other than National Health patients. Their fees are comparable to those charged by dentists in the States.

Commissary and Exchange: The U. S. Air Force has a commissary store and exchange at Prestwick Air Base, approximately 40 miles from Holy Loch. The store is, of course, open to Navymen and their dependents.

You will probably find yourself doing considerable shopping in the local markets, since the Air Force commissary is so far away. (In Scotland, a 40-mile jaunt can turn into quite an expedition. There are few super highways between Holy Loch and Prestwick.) You will find that personal contacts in your daily marketing are far more important than they are in the U. S. supermarket, and you will get personal attention that you will not find at home.

There are many small towns and villages in this area, and you will rarely find it necessary to leave your neighborhood for most of your needs.

A limited selection of commissary and exchange items and package liquors is available at the Ardnadam Recreation Complex, near Dunoon.

Money and Banking: U. S. currency is used on U. S. bases in the United Kingdom. Elsewhere, British sterling is the medium of exchange.

The pound sterling (£) is valued at approximately $2.80, and is composed of 20 shillings. A shilling is valued at 14 cents. Other units of exchange are: 10-shilling notes ($1.40), half crown, or two and one-half shillings (35 cents), two-shilling piece (28 cents), six pence (seven cents), three pence (pronounced "thruppence") (three and one-half cents), and half-penny (pronounced "hayp'nee") (one-half cent).

One U. S. bank maintains a branch in Glasgow. Military personnel may maintain dollar or sterling checking accounts with this bank. However, checks drawn on this bank are not readily negotiable outside Britain. Postal money orders and bank drafts are the only practical means of remitting funds to the States. While it is suggested that you consider retaining your checking account with your present bank, a local bank account is most convenient and highly recommended.

Clothing: The reporting uniform for Navymen is Service Dress Blue Bravo. In addition to the prescribed military uniform, personnel are permitted to wear civilian clothing for shore leave. A full seabag should be brought when reporting for duty.

Local prices on women's clothes are from moderate to expensive, depending on taste. Materials are of excellent quality, and woolens can be bought at a considerable saving. Sweaters and other woolens are in good supply and reasonably priced. If you wear narrow shoes you may find it difficult to get a proper fit. Otherwise, shoes are attractive and moderately priced. It is a good idea to be in contact with your favorite shoe dealer in the States. Have your size and width handy, and allow three to four weeks for delivery. Comfortable walking shoes are a must.

Clothing for girls is easier to find than for boys. Girls' wool skirts and sweaters are plentiful as are good coats. Mail order houses in the States give good service and orders can usually be obtained in three weeks. If you enter a child in a British school, the school uniform is comparable in price to other clothing, and is of good quality.

William Roger Moul, CTC, USN

"Well, Chief, let's put it this way . . . if I decide to transfer the 'non-producers' out of my department, you'll be the first to know . . . Heh! Heh! . . . in a manner of speaking . . ."

You will probably want to bring some summer clothing, but the bulk should be placed in permanent storage in the States. For everyone, a raincoat with a lining is another must.

Automobiles: There are no restrictions on the importation of a privately owned automobile, as long as it is in a safe operating condition and in good mechanical order. A mandatory inspection of all automobiles manufactured over six years ago is now in effect in the United Kingdom.

Vehicles are entered free of duty and purchase tax, provided that a certificate is executed which requires the owner to export the car at a later date. A sale to another U. S. serviceman, who must execute the same type of certificate, is permissible.

Spare parts and repairs on American cars are expensive in Scotland and hard to get. Compacts are preferable to larger automobiles, since some of the roads and gates are quite narrow.

Military personnel are not required to obtain a British driver's license, but must hold a valid U. S. license. If your stateside license expires while you are in Scotland, you can obtain a British license for five shillings (70 cents) a year, upon the presentation of a certificate signed by your commanding officer.

Two other items are essential for operation of an automobile in Great Britain: payment of road tax at the rate of 15 pounds a year, and automobile insurance for which the yearly rates vary according to a number of circumstances. In regard to automobile insurance, a letter from your present insurance company attesting to the number of accident-free years you have driven will result in a no-claims bonus policy with the resultant reduced rates.

Exchange gasoline is sold at Ardnadam Recreation Complex, at

25 cents per imperial gallon. Gasoline at this price is rationed for use in driving to and from work (that is, the appropriate pier). Gasoline on the local market (petrol, of course) costs 70 cents per imperial gallon.

Education: Since there are no U. S. schools in the Holy Loch area, your children will attend British schools. Each school is under the supervision of a headmaster, who is generally one of the faculty. The children are placed in classes according to age and ability.

These classes are called "forms" instead of grades—thus, what we call the sixth grade is called the sixth form. The first stage of schooling, called the "infant stage" is for children from five to seven years old. The next stage, the "primary," takes the child through age 11.

At this point the local children are given an examination called the eleven plus exam, which determines where they will be placed in the secondary system. American children do not have to take these examinations.

The secondary system takes the child through to ages 15 to 18, or older. In secondary, or grammar school, the student will be offered college entrance courses, commercial, homecraft, or technical courses.

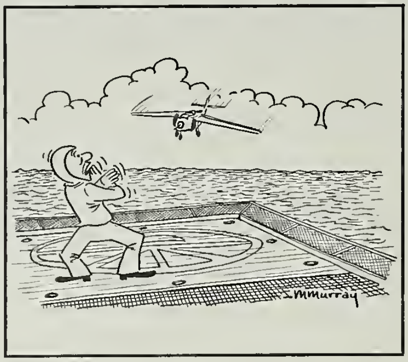
American children are placed in classes based on the records transferred from their last school and, in some cases, as a result of conferences with the teachers. Once school is in session, the child will be moved up or down until he is with a class of the same educational level.

Children are generally expected to walk or cycle to school if they live less than two miles from the school. Students who are under 15, living two or more miles from school, are entitled to transportation. The transportation provided may be a season ticket on public transportation and does not have to be a special bus or automobile.

Students at most schools in the Holy Loch area wear uniforms. This is often just a blazer, but is sometimes a complete outfit. Although wearing the uniform is not mandatory, it is strongly encouraged.

Preparing for the trip: Dependents planning to travel to Scotland would be wise to check early on immunization requirements. Applications for passports and visas should also be made well in advance.

Lt. Melville C. Murray, SC, USNR



It is a good idea to maintain close liaison with your sponsor so that you will have up-to-date information on requirements.

Pets: As there is a six-month quarantine for all pets arriving in Great Britain, you are advised not to take your pets to Scotland. Costs of maintaining animals in quarantine are high, and must be borne by the owner.

Recreation: Most of the towns in the Holy Loch area have public facilities for individual sports such as golf, tennis, swimming, bowling, and fishing.

The U. S. Navy contingent also has established its own sports program. There are softball and bowling teams for the ladies, and baseball competition for boys.

The men participate in basketball, softball, swimming, soccer, boxing, golfing, skiing, cycling, bowling, camping, and other sports.

• **INITIATIONS**—Traditional initiations and ceremonies are permitted in the Navy, if they are not hazardous or detrimental and if they do not involve unbecoming conduct by the participants. That policy was announced by the Secretary of the Navy in SecNav Inst. 5060.20.

Such activities often contribute greatly to the esprit de corps and public image of the Navy, and are consequently encouraged—with, of course, the stipulations outlined above.

The ruling pertains to CPO initiations, as well as to ceremonies associated with special events such as crossing the equator or the international date line.

Launching of 3-M System Will be Reflected In Changes to Quals Manual

Advancement qualifications for a number of ratings were revised by Change No. Two to the *Manual of Qualifications for Advancement in Rating* (NavPers 18068B). The change was published in June, but the new material will not become effective until next year for the Navy-wide examinations for advancements in rating.

Many of the revisions resulted from the introduction into the Fleet of the Navy Maintenance and Material Management (3-M) System. Practical and knowledge factors of the system will be required for men in the ST, GM (but not GMT), FT, MT, ET, BR, AD, AT, AE, AM, PR, AQ, AX and AZ ratings.

The change also incorporated the new service rating FTB (Ballistic Missile Fire Control), in pay grades E-4 through E-7, and the extension of service ratings FTG and FTM through pay grade E-7. These additions to the rating structure were announced in advance of Change Two through BuPers Notice 1440 of 25 Nov 1966.

The change will also show the revised requirements for BTs. In the past, Navymen taking the examination for second class boilerman were required to be certified in boiler water and feed water testing and treating. Today, however, they do not have to meet this qualification until they compete for advancement to first class.

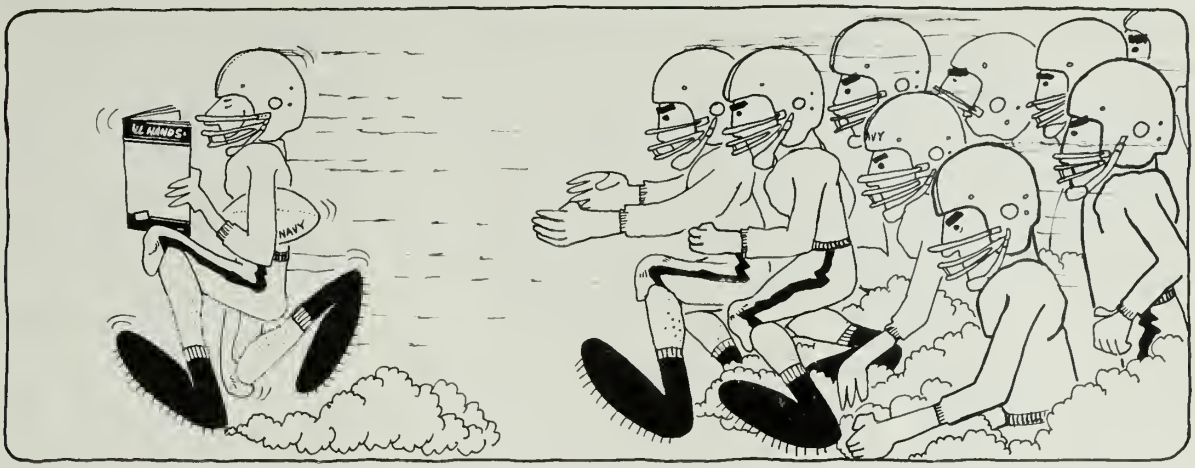
Occupational standards for the following ratings are revised as indicated:

Sonar Technician (ST)—Revised to eliminate the requirements for mine detection sonar, and also the speed requirement of six words per minute in sending and receiving international Morse code.

Missile Technician (MT)—The revisions reflect the fact that MTs are now handling missiles. A requirement for Boolian algebra is also included.

Boilermaker (BR)—Now includes knowledge of automatic combustion control.

Aviation Machinist's Mate (AD)—Now reflects the requirements for turbo-prop aircraft and other technological advances brought about by



DON'T TRY TO RUN a nine-man line with ALL HANDS. Pass your copy on to your teammates and become a winner.

the introduction of new aircraft.

Aviation Electrician's Mate (AE)—Now includes requirements imposed by the attitude reference system.

Aviation Fire Control Technician (AQ)—Reflects the increased use of complex aircraft armament control system computers.

Aviation Antisubmarine Warfare Technician (AX)—Reflects the increased use of complex computer systems.

Aviation Electronics Technician (AT)—Reflects increased use of complex computer systems.

Aircrew Survival Equipmentman (PR)—Reflects various changes in terminology, and new requirements concerned with oxygen and oxygen equipment.

Air Controlman (AC)—Revised to remove implications that ACs have any Aviation Electronics Technician (AT) responsibilities and includes the requirement for the control of air traffic by precision approach radar (PAR).

Electronics Technician (ET)—Eliminates separate listings of electronic equipment or terms used to define qualifications.

Construction Electrician (CE)—The qualifications have been revised and reworded, with the principal change being the updating of defensive tactics.

Commissaryman (CS)—The phrase "food service" has been substituted for "commissary" and "subsistence" in all instances where the advancement qualification item refers to general mess management.

Utilitiesman (UT)—Extensively reworded, the principal change is the updating of defensive tactics.

Gunner's Mate (GM) — Revised to include responsibility for certain categories of small arms. Also, many items rendered obsolete by increased technological sophistication have been deleted from the rating.

Illustrator-Draftsman (DM) — Illustration duties have been emphasized and engineering aspects have been deemphasized.

Disbursing Clerk (DK)—Revised to reflect changes in disbursement procedures.

Aviation Support Equipment Technician (AS)—Special physical requirements are now necessary.

Data Systems Technician (DS)—Special physical requirements are now necessary.

Radarman (RD)—Special physical requirements are revised.

Radioman (RM)—Special physical requirements are revised.

Communications Yeoman (CYN)—In order to remove any ambiguity in the interpretation of the performance test instructions for RM and CYN, the instructions were revised to state specifically that CYNs should be tested only for teletypewriting. A note was also inserted in the CYN advancement qualifications to the effect that consideration will be given to qualified CYN3s who want to change their path of advancement to RM2.

Minor changes were made to the qualifications for the AM, AZ, AK, and DT ratings.

The scope of the military standards for all ratings was revised to include clarification of the use and application of the items used as advancement qualification.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, BuPers Instructions and BuPers Notices that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Personnel interested in specific directives should consult Alnavs, Instructions and Notices for complete details.

Alnavs apply to all Navy and Marine Corps commands; BuPers Instructions and Notices apply to all ships and stations

Alnavs

No. 34—Announced removal of travel restrictions to Lebanon.

Instructions

No. 1120.33D—Invites applications from permanently commissioned USN officers for transfer between the unrestricted line and restricted line.

No. 1510.69E—Outlines the eligibility requirements and procedures whereby USN enlisted personnel may apply for the Navy Enlisted Scientific Education Program (NESEP).

Notices

No. 1560 (5 July)—Described the opportunities offered to naval personnel to continue their civilian education.

No. 1418 (7 July)—Outlined revision of pay grade E-8 and E-9 advancement procedures.

No. 1306 (13 July)—Announced the sea duty commencement cutoff dates which establish the eligibility of enlisted personnel for Seavey Segment C-67.

Here's Another Path of Opportunity to the Naval Academy

THERE IS NOW a new path of opportunity for enlisted personnel to enroll in the Naval Academy. A limited number of *direct appointments* are provided which do not require Preparatory School attendance.

As you probably know, the Secretary of the Navy may select 85 Regular Navymen or Marines each year for appointment to the Naval Academy. In the past, these appointments have been awarded only to enlisted graduates of the Naval Preparatory School. BuPers Notice 1531 of 3 Jul 1967 authorizes, on a trial basis, direct admission to the Academy of a few exceptionally well qualified candidates who have not attended the Naval Preparatory School.

In the former program—which is still in effect—an enlisted man may apply by 1 May of the year before the year in which he desires to enter the Naval Academy. If selected, he attends the Preparatory School from September through the following May, and if successful in competition, enters the Academy about 1 July.

The new program does not change the previous program, but offers an additional opportunity to enter the Academy. In the new plan, applications must be received in BuPers by 1 November of the year before the year in which the candidate desires to enter the Naval Academy. Applicants will receive various medical and scholastic tests, and if successful in the competition and exceptionally well qualified, will be permitted to enter the Academy about 1 July.

Candidates who are not successful in this competition, but who are qualified for admission to the Naval Preparatory School, will be offered the opportunity to attend the Preparatory School, in order to prepare and compete for appointment to the Academy the following year.

To be eligible for direct appointment, you must have a high school diploma or its equivalent, have completed at least 15 units of credit in college preparatory subjects, and have demonstrated an ability to do college-level work successfully. While not an absolute requirement, standing in the top 40 per cent of your high school class is of great importance in determining qualification for admission. The great majority of midshipmen come from the top 20 per cent of their high school classes.

Your high school record should show completion of as many as possible of the following studies:

Mathematics—At least three years, but preferably four, including the elements of advanced algebra, geometry, and trigonometry.

English—Four years.

Foreign Language—Two years, preferably a modern language.

Sciences—One year of chemistry, one of physics.

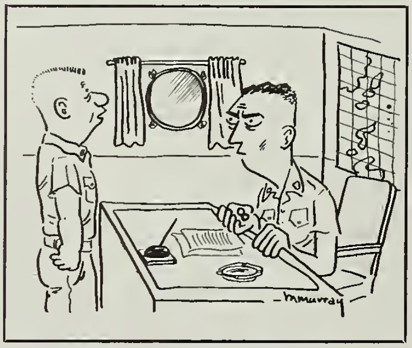
Determination of your academic acceptability will ultimately be made by the Naval Academy.

In addition to these academic requirements, several general requirements also must be met. To be eligible for consideration, you must:

- Be at least 17 years old and not have passed your 21st birthday as of 1 July of the year you will enter the Naval Academy.
- Have a combined GCT-ARI score of not less than 118. No waivers will be granted.
- Be a citizen of the United States.
- Be single and never have been married.
- Meet medical and physical requirements for appointment to the Academy.
- Score acceptably on a preliminary scholastic examination.

Candidates who are selected for the Naval Academy will be required to have a minimum of 24 months' obligated service as of 1 July of the year entering the Academy. This may be acquired by extension of enlistment or active duty agreement for periods of less than one year, if necessary.

Lt. Melville C. Murray, SC, USNR



"Sir, I don't know how to tell you this, but we've run out of strawberries."

If you have previously attended the Naval Preparatory School or other service academy preparatory school, you will normally be ineligible for consideration.

If you had been enrolled in a college and left that institution on probation with academic failures, or with a poor record, you must include in your letter of application a brief statement explaining the reason for your failure and telling why you are now capable of doing college level work.

It should be pointed out that your final medical eligibility will be determined by a formal examination after you have been designated a nominee, but you will save much time and effort by not applying if you are obviously not medically qualified. Visual acuity requirements are the most common cause of rejection. The normal requirement is for 20/20 unaided vision, and waivers will not be granted for visual acuity poorer than 20/40.

If you are selected for further consideration, you will be given a preliminary scholastic test by your command.

If your preliminary test results are favorable, and you appear qualified, you will be designated as a nominee. You will then be authorized to participate in College Entrance Examination Board tests, which are used as qualifying scholastic tests for the Academy, and to undergo a qualifying medical examination. Your commanding officer will make you available for these tests, if at all possible.

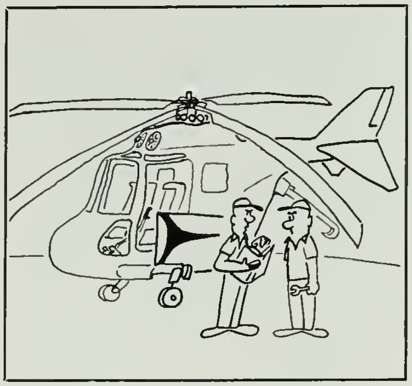
Each candidate will be advised of the action on his application about 15 May 1968. Successful candidates will be ordered to the Naval Academy several days before the convening of their class for an indoctrination period.

A major purpose of this period is to ensure that the men fully understand the rigors of Academy life, the plebe indoctrination system, and the demanding academic program, in order that any who are unwilling to accept the program may withdraw before taking the Oath as a midshipman.

Keep in mind that, if you are accepted for the Academy, you must make a $300 deposit upon entry to cover initial costs of uniforms, etc. Also, candidates are required to pay the fees ($12.50) for their College Entrance Examination Board tests. Also, you may not have a negative leave balance when entering.

Before you trot off to write your letter of application, you should know a few things about the Naval Academy. Not typical of other colleges, the Naval Academy offers the Bachelor of Science degree (no specific field) and the course of instruction includes the sciences, the humanities, and military and physical training. It forms a basis both for graduate education and for further professional development. It does not train medical officers, doctors, or lawyers.

P. O. McVay, ENS, USNR



"The first mistake is that you've got the service manual for the F-4 Tail assembly, not the UH-2A."

The way of life of a Naval Academy midshipman differs sharply in most respects from that of an enlisted man or of a civilian college student. A pronounced difference is the indoctrination system; another is the necessity of adjusting to the Academy honor system.

If you are accepted as a nominee for admission to the Academy, you must realize that you commit yourself to a struggle in a competitive field with other enlisted applicants. Also, you should be aware that there are other avenues to becoming a midshipman, such as nomination by your Congressman—for which you should apply directly. It's best to try for more than one type of appointment — you increase your chances.

As you probably know, graduation from the Naval Academy carries with it an obligation to accept a commission in the Line of the Regular Navy and to serve for at least five years.

A midshipman's pay is $151.95 per month, but most of this is withheld to pay for books, uniforms and living expenses. You will receive only a small portion of this money for extra personal expenses and leave. Because of this small allowance, it is impossible for you to provide any financial assistance to any member of your family. As a midshipman, no Q allotments are authorized. You

Check the Requirements and Pass the Word: NROTC Offers a Lot

FINAL PREPARATIONS are now being made for the 22nd annual competitive procedure to select men for enrollment into the Regular NROTC program in the fall of 1968.

If you are a high school senior or recent graduate, a male citizen of the United States, 17 years of age but not 21 by 31 Jun 1968, unmarried and have never been married, you are basically eligible to compete.

The qualifying examination, the Navy College Aptitude Test (NCAT), will be administered on 9 December. Applications to participate in the examination must be received by the Naval Examining Section of Educational Testing Service, Princeton, N. J., by 17 November. Examination centers are established at naval activities overseas as well as throughout the continental United States.

If you qualify, you will be scheduled for a medical examination and interviews. From those who are found qualified, about 1700 will attend college next fall in preparation for their naval careers.

The purpose of the Regular NROTC program is to educate and train well qualified young men to complement the number of junior officers commissioned from the Naval Academy.

Selected candidates receive four years of government-subsidized education at 52 colleges and universities throughout the country. In addition to tuition and other educational expenses, the Navy furnishes books, uniforms, and a $50 per month subsistence allowance.

NROTC midshipmen have a wide choice in their major fields of study but must complete 24 semester hours of naval science and participate in three summer training periods.

After receiving a baccalaureate degree, Regular NROTC graduates are commissioned in the Regular Navy or Marine Corps with the same rank, promotional opportunities and choices of duty assignments as their Naval Academy contemporaries.

Regular NROTC graduates must serve on active duty for a minimum of four years. If they resign their commissions at a later date, they agree to accept a commission in the Naval or Marine Corps Reserve, and may not resign this commission before the sixth anniversary of their original commissioning date.

In addition to the Regular NROTC program, there is also the Contract NROTC program available at each of the 52 participating colleges and universities plus the Massachusetts Institute of Technology.

Contract students are selected by commanding officers of NROTC units from the incoming freshman class. They take the same naval science courses as do Regular students and participate in one summer training period. They pay their own college expenses except for a subsistence allowance of $50 per month during their junior and senior years.

Upon graduation they are commissioned as Reserve officers in the Navy or Marine Corps. Their active duty obligation is currently three years.

Even though the NROTC programs may not apply to you directly, your efforts can be of considerable value in promoting the programs by bringing them to the attention of potential applicants.

It is likely that there are several young men, parents, high schools, and service organizations in your community that would appreciate the benefit of your guidance as an experienced Navyman.

must remain unmarried until you have completed four years of study at the Naval Academy and receive your commission.

If you should fail in your try for direct appointment to the Academy, keep in mind that you may still be eligible to attend the Naval Preparatory School to compete for an Academy appointment the following year. Those candidates who are not selected for the Naval Academy, but who are eligible to attend the Naval Preparatory School, will be advised of their acceptance for the Preparatory School shortly after the results of the Naval Academy selections are announced. Orders to the Naval Preparatory School may be declined if the applicant decides he does not wish to attend.

During a candidate's stay at Preparatory School, he must demonstrate a continuing proficiency in high school and college mathematics, physics, and English subjects. Study hall is mandatory five evenings each week, and extra instruction or assistance is available for students who desire it.

Candidates at the Naval Preparatory School are tested periodically in academic subjects and physical aptitude, and are evaluated constantly for military aptitude and degree of dedication for a service career.

Although similar in spirit and common purpose, the Preparatory School differs in many respects from the Naval Academy. For instance, because of lack of an upper class, there are not the same pressing tensions as at the Naval Academy. The Preparatory School should be thought of as a transition to midshipman life.

If a candidate is disenrolled for any reason from the Preparatory School, he loses his enlisted nomination to the Naval Academy, and is reassigned elsewhere.

While attending the Naval Preparatory School, a total of $300 is withheld from each candidate's pay to be used as an entrance deposit to the Academy.

A sample letter of application for direct admission to the Academy is provided as an enclosure to BuPers Notice 1531. Don't forget, your application must be received by the Bureau (Pers B-66) not later than 1 Nov 1967, if you wish to attend the Academy next year.

Trouble Is What Is Found At End of Those Rainbows

Planning on a trip?

Some types are just fine but there are others, taken via LSD, pot, and what have you, that result in a peck of trouble. Bennies and goof balls also are out.

The latest change in Article 1270 of *Navy Regs* prohibits, except for authorized medical purposes, the introduction, use or possession of narcotic substances or depressant or stimulant drugs on board any U. S. Navy ship, craft or aircraft, or within any naval station, and prohibits the use or possession of narcotic substances or depressant or stimulant drugs by persons in the naval service.

Those drugs designated by the Secretary of Health, Education and Welfare as habit-forming, as having a potential for abuse, or having a hallucinogenic effect are listed in BuPers Notice 6710 of 13 Jun 1967. LSD is included in the list.

The Notice points out that use of LSD (and similar drugs) is, in two words, stupid and dangerous. Furthermore, use of LSD and related drugs is, in the words of the Notice, "inconsistent with the military responsibilities of every person in the naval service and is grounds for disciplinary action, cancellation of any security clearance held, and separation under other than honorable conditions."

The Notice has quite a few words to say on the subject of the dangers of using LSD:

While it is true that LSD itself is physically non-addictive, serious problems can be associated with its use. The LSD user may go through a stage of panic, during which he is likely to be severely confused, depressed, anxious or suspicious. First reaction may last from one to 12 hours—but symptoms may reappear in a month or two or as long as two years after taking the drug. There is no known method of predicting occurrence or sudden, unexpected recurrence of these dangerous effects long after use of the drug. It is not possible to determine in advance who is likely to suffer these effects.

Contrary to the claim that LSD is a "consciousness-expanding" drug, it has been demonstrated that the drug decreases conscious functions, distorts time sense, decreases an individual's ability to select and pay attention, impairs judgment and induces illusions and hallucinations.

Sight and hearing are distorted, not enhanced, as claimed. Sensations become intensified and perceptions are distorted under the influence of LSD.

As a result of widespread use of LSD since the spring of 1966, there has been a considerable increase in the number of patients seen in clinics, hospital emergency rooms and mental institutions because of its reactions.

These reactions are of three main types: Acute severe panic episodes during which suicide attempts, suicides or homicides have resulted; recurrence of symptoms without warning months after taking the drug; and prolonged psychosis.

The Notice makes an excellent point when it asks the reader the following questions:

Would you feel secure in the knowledge that the helmsman of your ship, while the ship is steaming in a tight formation at high speed, has used LSD?

Suppose a member of an ammunition handling party experienced a sudden recurrence of LSD symptoms and thought he was playing ball instead of loading ammunition?

How about the throttleman who answers a backing bell with an ahead bell while getting underway or coming alongside?

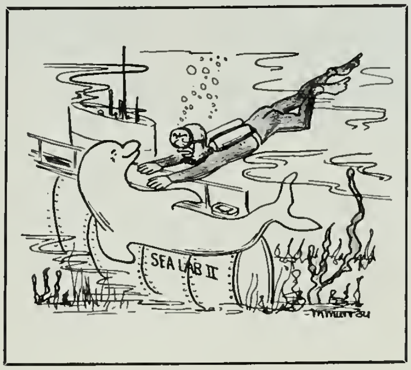
Think of the countless situations in which you or one of your shipmates could cause death or serious injury to yourself and many others due to sudden uncontrollable actions brought about because of earlier use of LSD.

Latest Edition of NEC Manual IS Now on the Stands

THE LATEST revision of the *Manual of Navy Enlisted Classifications,* NavPers 15105M, has probably already reached your command. It contains a number of new NECs, which became effective on 1 Jul 1967. In addition, several NECs, have been eliminated from the new manual, and others have been revised..

The table below shows the new NECs, along with the ratings eligible. NECs which have been disestablished are TM-0726 (recoded 0000); TM-0727; ET-1526 (recoded 1522); RM-2332 (recoded RM-2333); 3371 (recoded 3391); EN-4316 (recoded 0000); SF-4917 (recoded SF-4923); SF-4918 (recoded SF-4923); SF-4919 (recoded SF-4922); DC-5025 (recoded 0000); TD-7543 (recoded 0000); 9902 (recoded 9933).

Lt. Melville C. Murray, SC, USNR



"Heel, blast you, heel, I say!"

The new manual will also reflect the following revisions:

- ET-1501. The definition of this NEC has been revised in the new manual to clarify its intended use.
- RM-2304. Transmission speed has been changed to 18 words per minute.
- YN-2512. Shorthand speed has been raised to 100 words per minute.
- YN-2514. Shorthand speed has been reduced to 100 words per minute, and the requirement for six months as a flag officer writer added.
- SF-4915 and SF-4916. These NECs will be disestablished 1 Jul 1968. No new assignments will be made after 30 Jun 1967. Personnel will be examined to determine eligibility for SF-4921.
- RM-2332. Personnel not converted to RM-2333 will be recoded 0000. Proficiency pay is terminated for personnel filling RM-2333 billets who have not converted to RM-2333.

TORPEDOMAN'S MATE		
TM-0749	Torpedo Mk 48, Torpedo Target Mk 27 and Ancillary Equipment Maintenance Technician	TM
GUNNER'S MATE		
GM-0871	3"/50 Rapid Fire Mount Single or Twin	GMG
GM-0872	5"/38 Dual Purpose Mount Single or Twin	GMG
GM-0874	6"/47 or 8"/55 Rapid Fire Turret	GMG
GM-0875	6"/47 or 8"/55 Slow Fire Turret	GMG
FIRE CONTROL TECHNICIAN		
FT-1121	Mk 34	FTG
FT-1124	Mk 63	FTG
ELECTRONICS TECHNICIAN		
ET-1512	AN/SPS-33 Computer/Tracker Group Maintenance	ET
ET-1538	KY-28	ET, AT, RM
ET-1546	KY-3	ET, RM
DATA PROCESSING TECHNICIAN		
DP-2714	IBM 704/709/7090/7094 Operator	DP
DP-2715	UNIVAC 1004/1005 Operator	DP
DP-2721	IBM 704/709/7090/7094 Programmer	DP
DP-2722	UNIVAC 1004/1005 Programmer	DP
ENGINEMAN		
EN-4317	Fairbanks—Morse FM 38D81/8, Diesel Engine Technician	EN
EN-4319	General Motors, GM 16-278A Diesel Engine Technician	EN
EN-4321	LARC-V Mechanic	EN
SHIPFITTER		
SF-4921	Radiographer, X-ray and Gamma	SF, ML, MR, BR
SF-4922	Nondestructive Testing Operator	SF, ML, MR, BR
SF-4923	Nondestructive Testing Inspector	SF, ML, MR, BR
SF-4924	Nondestructive Testing Examiner (Conventional)	SF, ML, MR, BR
SF-4925	Nondestructive Testing Examiner (Silbraze)	SF, ML, MR, BR
SF-4926	Nondestructive Testing Examiner (Nuclear)	SF, ML, MR, BR

ENGINEERING AID		
EA-5515	Construction Planner and Estimator Specialist	EA, BU, CE, SW, UT
AVIATION ELECTRONICS TECHNICIAN		
AT-6604	RA-5C PECM Systems	AT
AT-6618	RA-5C Digital Data System Repair Technician	AT, AQ
AT-6656	Side Looking Radar Maintenance Technician (AN/APD-7)	AT
AVIATION ELECTRICIAN'S MATE		
AE-7115	F-4J Attitude Reference Bombing Computer Set Technician (AN/AJB-7)	AE
AVIATION FIRE CONTROL TECHNICIAN		
AQ-7965	A6A Weapons System Specialist	AQ, AT
PHOTOGRAPHER'S MATE		
PH-8196	Still Picture Camera Shop Maintenanceman	PH, AT
PH-8197	Panoramic Camera Repair Shop Maintenanceman	PH, AT
SPECIAL SERIES		
9513	3M System Data Analyst	Group IX (except aviation ratings)
9534	Patrol Torpedo Fast (PTF)	

ADVANCED ELECTRONICS FIELD (AEF) TRAINING PROGRAM

The following special series NECs identify personnel recruited, or who have volunteered for, the Advanced Electronics Field Training Program. They are required to have a minimum of six years' active obligated service from the date of enlistment. These NECs will be assigned to personnel only as secondary NECs, when they enter the appropriate AEF program training path, and will be retained until completion of or disenrollment from the selected specialized training.

9904	Sonar Technician AEF Trainee
9909	Gunner's Mate AEF Trainee
9911	Fire Control Technician AEF Trainee
9915	Electronics Technician AEF Trainee
9916	Data Systems Technician AEF Trainee
9924	Communications Technician (M Branch) AEF Trainee
9933	Polaris AEF Trainee

★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★

New Construction

The precommissioning units of six Navy ships recently became full-fledged crews, as their vessels were commissioned into the Fleet. Four ships also have been launched in the past few months.

The Cruiser-Destroyer force received the lion's share of the new ships, although most type commands had the chance to give their speakers' platforms a workout.

Commissioned were:

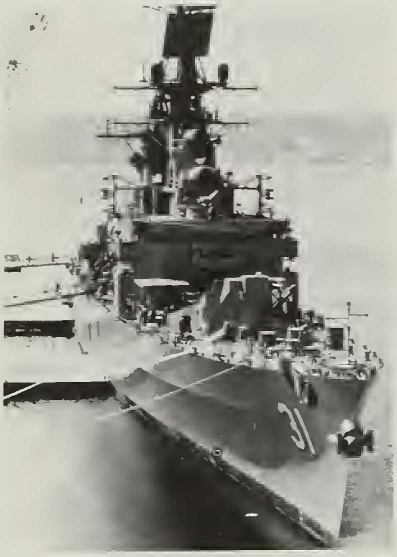
- The combat stores ship USS *Niagara Falls* (AFS 3), at Long Beach, Calif. The third ship of her class, she will be assigned to the Pacific Fleet.

She simultaneously will serve as store supply ship, and general stores issue ship, supplying the Fleet with fresh food, general stores, and technical spare parts.

Niagara Falls will be capable of replenishing the Fleet by modernized highline methods, and by helicopters in vertrep. She is fitted with a helicopter flight deck, hangar and repair facilities.

- The guided missile frigate USS *Sterett* (DLG 31), at Bremerton, Wash.

Sterett is named for Lieutenant Andrew Sterett (1760-1807) who commanded the schooner *Enterprise* against French privateers and Tripolitan pirates in the Mediterranean. Two previous destroyers, DD 27 and DD 407, were named for him.



USS Sterett (DLG 31)

The ship is of the *Belknap* (DLG 26) class. She is 547 feet long, has a beam of 54 feet, and displaces 7900 tons fully loaded. Her armament includes surface-to-air *Terrier* missiles, antisubmarine rockets (*Asroc*), 5-inch/54-caliber, and 3-inch/50-caliber guns.

- The guided missile escort ship USS *Talbot* (DEG 4), at Boston, Mass. *Talbot* is the second U. S. Navy ship to be named in honor of Captain Silas Talbot (1751-1813), who commanded the frigate *Constitution* from 1799 to 1801.

The ship is 415 feet long, with a beam of 44 feet. She has a full-load displacement of 3400 tons.

Talbot is designed for antisubmarine operations. She is armed with a *Tartar* guided missile launcher, one 5-inch/38-caliber gun, *Asroc*, and antisubmarine torpedoes.

- The amphibious transport dock USS *Cleveland* (LPD 7), at Norfolk, Va. Named for the city of Cleveland, Ohio, she is 570 feet long, has a beam of 84 feet, and a full-load displacement of 16,900 tons.

Cleveland is designed to carry both combat troops and their equipment and to operate transport helicopters and landing craft.

- The nuclear powered attack submarine USS *Ray* (SSN 653), at Newport News, Va. Like others of her class, *Ray* is 292 feet long and has a beam of 31 feet. Her standard displacement is 4000 tons.

She is armed with *Subroc* and also has four 21-inch torpedo tubes amidships. Ten officers and 85 enlisted men make up her crew.

- The guided missile frigate USS *Horne* (DLG 30), at San Francisco, Calif.

Admiral Frederick J. Horne, for whom the ship is named, served more than 50 years on active duty, and was Vice Chief of Naval Operations from March 1942 to January 1946.

Horne is 547 feet long and has a beam of 54 feet. Her full-load displacement is 7900 tons. She is equipped with *Terrier* missiles, *Asroc*, one 5-inch gun, two 3-inch guns, and antisubmarine torpedoes. Her crew consists of 31 officers and 369 enlisted men.

Among the ships receiving the champagne treatment in recent months, two were submarines, and two were destroyers.

Launched were:

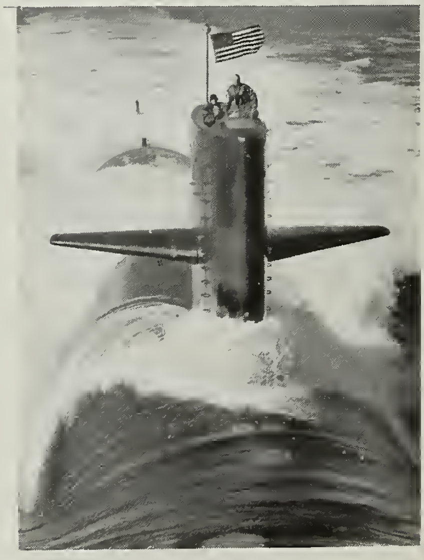
- The nuclear powered attack submarines *Hammerhead* (SSN 663) and *Tautog* (SSN 639). *Hammerhead* was christened at Newport News, Va., *Tautog* at Pascagoula, Miss.

The subs are 292 feet long, have a beam of 31 feet, and a standard displacement of 4000 tons. They are armed with *Subroc* and four 21-inch torpedo tubes amidships. Approximately 95 men make up each crew.

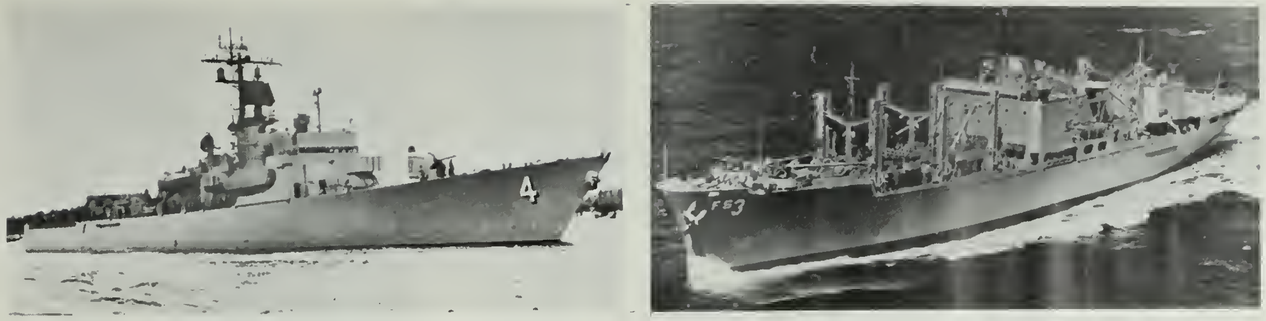
- The escort ship *Hepburn* (DE 1055), at San Pedro, Calif.

Hepburn is 438 feet long, has a beam of 47 feet, and a full-load displacement of 4000 tons. When *Hepburn* joins the Fleet she will carry one 5-inch/54-caliber mount forward, and will have launchers for *Asroc* and antisubmarine torpedoes.

- The escort ship *Roark* (DE 1053), at Seatle, Wash. The ship is named for Lieutenant William M. Roark, USN, who was shot down while on an armed reconnaissance



USS Ray (SSN 653)



NEWLY COMMISSIONED—Guided missile escort *USS Talbot* (DEG 4) is designed for antisubmarine warfare and armed with *Tartar* missiles. *Right: USS Niagara Falls* (AFS 3) will supply food, general stores and technical parts.

mission over North Vietnam in April 1965. He was awarded the Distinguished Flying Cross posthumously for his heroism during the mission.

Roark will be armed with a 5-inch/54-caliber gun, *Asroc*, and antisubmarine torpedo launchers.

Going for Thirty, as CPO

Most Navymen would be well satisfied with a 30-year career, but Senior Chief Boatswain's Mate Dale D. Borron is striving for the record achievement of serving for 30 years as a chief petty officer.

Senior Chief Borron was advanced to CPO on 1 Sep 1944 on board USS *Lamberton* (DMS 2) at the age of 24, and was one of the younger chief boatswain's mates in the Navy.

Senior Chief Borron was reenlisted for six years on 31 May 1967 at the U. S. Naval Amphibious Base, Coronado, Calif., where he is now serving with Assault Craft Division 11. The reenlistment oath was administered by Captain H. W. Baker, commanding officer of the Amphibious Base, who was the executive officer of *Lamberton* when Borron was advanced to chief petty officer.

Chief Borron has also served aboard USS *Firedrake* (AE 14), *Henrico* (APA 45), *LST 855*, NAS Norfolk, Va., NavSta Guam, Naval Amphibious Base Coronado, LCU Division 11 and ComNavAirPac. He was awarded the Secretary of the Navy Commendation for Achievement for performance of duty as officer in charge of *LCU 1476* and *LCU 1624* in Vietnam, and wears seven Good Conduct awards and medals for service in World War II, Korea and Vietnam.

Senior Chief Borron is married to the former Dorothy Hall of Chandler, Okla. They have two daughters, Diana and Gina, and make their home in Imperial Beach, Calif.

Less Kick for *Skyraiders*

A new type of ejection system has been developed for the propeller driven A-1 *Skyraider* aircraft. Most *Skyraiders* will be fitted with the safety device by late this summer.

The ejection system uses a tractor rocket to pull the pilot clear, leaving the seat in the cockpit. At present, the only means of escape from a combat-damaged A-1 is to bail out over the side, a method seldom feasible at low altitudes.

Sled-testing of the system was completed earlier this year.

The A-1 attack aircraft was designed and built late in World War II. It has since been used extensively in Korea, and is now operating in Southeast Asia. It cruises at 200 knots and can carry more than 8000 pounds of ordnance.

Intrepid Switch Hitter

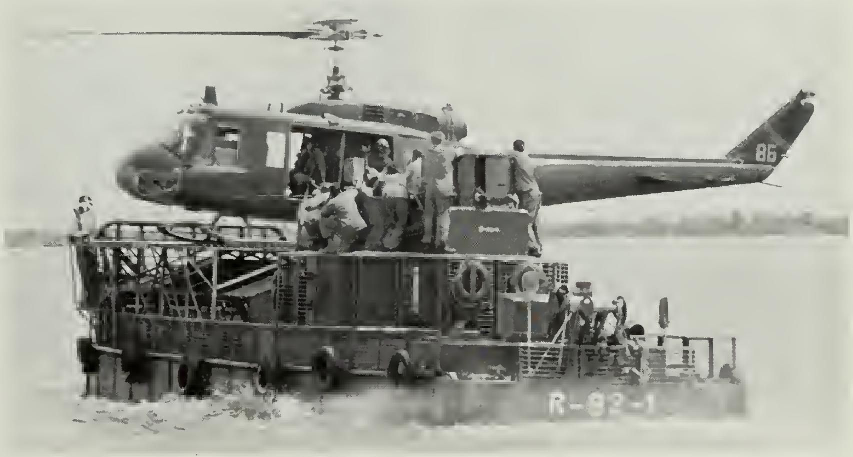
The Mets could use an outstanding 24-year old switchhitter, but USS *Intrepid* (CVS 11) has a lifetime contract with the Fleet.

Intrepid is designated an antisubmarine warfare carrier, but during her combat tour in the South China Sea, her mission was switched to limited attack.

Her performance off Vietnam, however, was anything but limited. In fact, her combat record was one of the major factors which brought her a third consecutive Battle Efficiency "E". A special category had to be designated for the award, but then the "Fighting I" is special.

Intrepid has won six efficiency awards in five years, at least one in every possible category in which a carrier may participate.

Intrepid has proved she can operate effectively as an antisubmarine warfare carrier, and as an attack carrier, steaming alongside the newest and largest CVAs in the Fleet.



SMALLEST FLIGHT DECK—A *Huey* helicopter operates from portable flight deck aboard this troop carrier of Mobile Riverine Force in Mekong Delta. The innovation expands the force's capabilities.—Photo by D. Shinton, PH2, USN.

SWEEPING THE RIVER—A Navy minesweeping boat drags its float sweeping gear behind as it insures a clear channel for shipping on the Long Tau River. Rt: Two MSB crewmen hoist gear aboard their craft after a sweeping day.

Ozbourn Celebrates

When the Seventh Fleet destroyer USS *Ozbourn* (DD 846) passed her 21st birthday, she celebrated the occasion in Buckner Bay, Okinawa, reportedly toasting the event with a big drink of NSFO.

Ozbourn's a Back Bay type. She was commissioned at Boston way back in March 1946. In August of that year she steamed through the Panama Canal to her home port of San Diego, and a few months later she was on her way for her first tour of the Far East. There were to be many more.

During this tour *Ozbourn* helped save a distressed Chinese oil tanker by attaching a cable and towing it to Formosa.

Before that tour of the Pacific was over, *Ozbourn* was to come to the aid of the crew of another troubled vessel. A foreign merchant ship ran aground and broke in half. *Ozbourn* picked up the crew and took them to Yokosuka, Japan.

In April 1950 *Ozbourn* joined USS *Norton Sound* (AVM 1) to conduct the first guided missile tests at sea. *Ozbourn* acted as observing ship during the tests.

When the Korean conflict erupted, *Ozbourn* joined Task Force 77. She participated in the invasion of Inchon and conducted air operations off the Korean coast, where she twice won the Korean Presidential Citation.

In February 1951 she received two direct hits from shore batteries off North Korea. The same day her crewmen rescued a downed USS *Valley Forge* (CV 45) flyer, floating in an enemy mine field.

Ozbourn returned to San Diego for repairs, then departed again for Korea. She steamed with Task Force 95 this time, and at Wonsan, blasted communist gun emplacements, railroad cars, trucks, and sampans, with her five-inchers.

In July 1951, *Ozbourn* again played rescue ship, this time saving 18 men from the carrier USS *Boxer* (CV 21). On the following day the destroyer rescued three downed pilots from the carrier USS *Essex.*

In February 1955 *Ozbourn* played an important role in the evacuation of Chinese Nationalist forces from the Tachen Islands off the coast of China. She followed the minesweepers in on the first day, and remained within easy firing range of unfriendly islands throughout the operation.

In December 1955, *Ozbourn* was en route to Yokosuka when she was diverted to search for the survivors of a Japanese fishing vessel sunk in a typhoon. *Ozbourn* was herself severely damaged by the heavy weather, but managed to save the three survivors.

Ozbourn spent the next few years commuting between San Diego and the Far East, with short side trips to Portland for the Rose Festival and to Seattle for the Sea Fair.

In 1961, the destroyer received FRAM conversion, and in 1962 changed her home port to Long Beach.

Ozbourn participated in the Fleet exercises conducted for the President in 1963, during which the destroyer was chosen to demonstrate the capabilities of *Asroc.*

The following years brought more Far East tours for *Ozbourn,* with Fleet exercises in between. She is currently serving with the Seventh Fleet in WestPac.

NAVY SEABEE TEAM GRADUATE Walter Cresco, CM1, receives certificate from CAPT Greer A. Busbee, Jr. Teams go into friendly countries to teach and assist people to build public facilities and roads.

Alligator Hide

Navy and Marine Corps Units in California assaulted the beaches of Camp Pendleton last May during Operation Alligator Hide. The exercise was the largest conducted in the area since 1965.

The operating force consisted of 48 ships and units from Long Beach and San Diego and Marines of the Fifth Marine Expeditionary Brigade. A total of about 15,000 men were involved.

Separate landing forces hit Camp Pendleton beaches at locations about 17 miles apart.

According to the rules of the exercise, the landing force was rushing to the aid of the friendly country Mateo which had requested aid.

Five Medals

Five military decorations were awarded recently to a naval officer during a single ceremony at Can Tho, Vietnam.

Lieutenant Commander Henry C. Mustin, now serving as Aide to the Commander in Chief Pacific, in Hawaii, received two Bronze Stars with Combat "V", the Navy Commendation Medal, the Secretary of the Navy Commendation for Achievement and, from the South Vietnamese government, the Republic of Vietnam Cross of Gallantry. He previously served as Chief of Staff to Commander Delta River Patrol Group.

Except for the SecNav Commendation, the citations credit LCDR Mustin with organizing and leading combat air and river operations in the Mekong Delta. He gained first-hand knowledge of the problems related to river fighting by leading many river patrol boat operations under intense enemy fire, and then used that knowledge to develop tactical concepts for river patrol operations. This, according to the citations, led to major disruptions of Viet Cong activity in the Delta. It was for this reason the lieutenant commander also received the Cross of Gallantry from the South Vietnamese.

The SecNav Commendation for Achievement medal was presented to the Vietnam veteran for developing procedures for the operation of guided missile ships. These procedures, which he developed during an assignment before he reported to Vietnam, have since been adapted for use in the Atlantic Fleet's Cruiser-Destroyer Force.

ONE OR TWO—Newly appointed Warrant Officer Thomas Gregory salutes two chiefs as he steps from the door of the Indianapolis Recruiting Station. Gregory settled any controversy by giving both of the chiefs a dollar.

Taking a Muster of the Fleet of FBM Submarines

With the commission of *Will Rogers* (SSBN 659) on 1 April, all 41 of the programmed Fleet ballistic missile submarines have joined the Fleet.

There have been three classes of *Polaris* submarines built since the beginning of the program. They are:

- *George Washington* (SSBN 598)—This class, of which five were built, had an *Albacore* hull and were, in fact, designed to be nuclear attack submarines. A 130-foot missile section was added, enabling them to accommodate 16 *Polaris* missiles. They are 380 feet long, with a 33-foot beam, and displace 5900 tons on the surface.
- *Ethan Allen* (SSBN 608)—Built specifically to carry *Polaris* missiles, these submarines are larger than the 598 class, with an improved hull design. Displacing 6900 tons standard, they are 410 feet long, 33 feet at the beam. Five of this class of *Polaris*-carrying submarines were built.
- *Lafayette* (SSBN 616)—The remaining 31 FBMs are of this class, the largest (more than 8000 submerged displacement tons) underseas craft ever built. They are 425 feet long and have a beam of 33 feet.

For the record, here's a list of the 41 *Polaris*-firing submarines, with their dates of launching and commissioning.

598	George Washington	9 Jun 1959	30 Dec 1959
599	Patrick Henry	22 Sep 1959	9 Apr 1960
600	Theodore Roosevelt	3 Oct 1959	13 Feb 1961
601	Robert E. Lee	18 Dec 1959	16 Sep 1960
602	Abraham Lincoln	14 May 1960	11 Mar 1961
608	Ethan Allen	22 Nov 1960	8 Aug 1961
609	Sam Houston	2 Feb 1961	6 Mar 1962
610	Thomas A. Edison	15 Jun 1961	10 Mar 1962
611	John Marshall	15 Jul 1961	21 May 1962
616	Lafayette	8 May 1962	23 Apr 1963
617	Alexander Hamilton	18 Aug 1962	23 Jun 1963
618	Thomas Jefferson	24 Feb 1962	4 Jan 1963
619	Andrew Jackson	15 Sep 1962	3 Jul 1963
620	John Adams	12 Jan 1963	12 May 1964
622	James Monroe	4 Aug 1962	7 Dec 1963
623	Nathan Hale	12 Jan 1963	23 Nov 1963
624	Woodrow Wilson	22 Feb 1963	27 Dec 1963
625	Henry Clay	30 Nov 1962	20 Feb 1964
626	Daniel Webster	27 Apr 1963	9 Apr 1964
627	James Madison	15 Mar 1963	28 Jul 1964
628	Tecumseh	22 Jun 1963	29 May 1964
629	Daniel Boone	22 Jun 1963	23 Apr 1964
630	John C. Calhoun	22 Jun 1963	15 Sep 1964
631	Ulysses S. Grant	2 Nov 1963	17 Jul 1964
632	Von Steuben	18 Oct 1963	30 Sep 1964
633	Casimir Pulaski	1 Feb 1964	14 Aug 1964
634	Stonewall Jackson	30 Nov 1963	26 Aug 1964
635	Sam Rayburn	20 Dev 1963	2 Dec 1964
636	Nathanael Greene	12 May 1964	19 Dec 1964
640	Benjamin Franklin	5 Dec 1964	22 Oct 1965
641	Simon Bolivar	22 Aug 1964	29 Oct 1965
642	Kamehameha	16 Jan 1965	10 Dec 1965
643	George Bancroft	20 Mar 1965	22 Jan 1966
644	Lewis and Clark	21 Nov 1964	22 Dec 1965
645	James K. Polk	22 May 1965	16 Apr 1966
654	George C. Marshall	21 May 1965	29 Apr 1966
655	Henry L. Stimson	13 Nov 1965	20 Aug 1966
656	George Washington Carver	14 Aug 1965	15 Jun 1966
657	Francis Scott Key	23 Apr 1966	3 Dec 1966
658	Mariano G. Vallejo	23 Oct 1965	12 Dec 1966
659	Will Rogers	21 Jul 1966	1 Apr 1967

FROM THE SIDELINES

A POWER LIFTER may sound like a machine used on a construction project to you, but not to Airman Steven L. Crandall of USS *Randolph* (CVS 15).

It's a sport to Airman Crandall and one which requires a great deal of stamina and training. Weightlifting is the more common name of the sport, and Crandall has been successful at it. He's got a suitcase full of medals and trophies to prove it.

His most recent wins include a second place trophy in the Arizona Weightlifting Championship and first place in the Eastern Power Lifting Championship.

Weightlifting requires top physical fitness and conditioning. Crandall has always had trouble adding pounds to his 5-foot, 5½-inch, 165-pound frame. In order to keep his weight at about 165 lbs., he adds protein power to the six glasses of milk he consumes at each meal. That, coupled with a three-hour workout six nights a week has given him the stamina and physique required to be tops in his sport.

He is currently shooting for the American Bench Press record for his weight class. The current record is a lift of 359½ lbs, and Crandall need only add 10 more pounds to his top lift to shatter that record.

Crandall has dead-lifted 450 lbs (from floor to the waist with shoulders back, standing straight upward). He also won the Arizona State title for situps on a 45-degree incline with a total of 54.

Crandall plans to devote more time to training in the near future to improve his weightlifting capabilities. He is already well on his way to his weightlifting goal, to become the best power lifter in the United States.

Airman Crandall is certainly one sailor who won't have any trouble passing those quarterly physical fitness requirements.

★ ★ ★

MOST NAVYMEN bring back souvenirs from foreign ports and duty stations. First place trophy of the Japan Public Course Amateur Golf Championship will be in the seabag of Seaman Scott R. Crone when he returns to the States.

The seaman from the Naval Air Station at Atsugi defeated 140 amateur golfers on the 6900-yard, par 72 Mitsukaido Golf Course where the tournament was played—50 miles from Tokyo.

Crone put together an excellent 36-hole score of 156 to finish ahead of two Japanese amateurs who were close behind with scores of 158 and 159 for second and third place. Crone negotiated the course with a 77 for the first 18, and then carded a 79 for the final 18 holes, ending the match with a birdie on the 36th hole.

Three other Atsugians also played in the tournament, and the foursome from the naval station were the only Americans entered in the event. The others were YNCS Tom Adkins who missed the cutoff on the first day of the tournament, Lieutenant Gerald Meier who finished 23rd, and George Najarian, Atsugi athletic director, who shot a 164 for eighth place in the tournament.

The golf championship was open to golfers with a 10 handicap or less. Scott Crone is a three handicap player.

Crone's victory brought him an invitation to attend the Japan Amateur Championship in Abiko which is for golfers with a four handicap and below.

They Flew Through the Air

The meet was billed as the Navy's East Coast Track and Field Competition, but it also included participants from the Coast Guard, and the Marine Corps.

The track and field competition, the first such Navy meet on the East Coast, was held in Norfolk at the athletic field of Old Dominion College. The cindermen were dominated by a pair of long-distance runners from a Navy frogman team, a flashy Coast Guardsman and a husky Marine captain.

Also in the winner's circle was Radioman 2nd Class Al Clark from the Atlantic Fleet Submarine Force Headquarters. Clark picked up first-place medals in the long jump (20 feet, three-⅛ inches), the high jump (six feet, two-¼ inches) and the discus (138 feet, 11 inches). Clark also garnered second-place medals in the javelin and shot put competition.

A team of long distance runners from UDT-21 at Little Creek scored honors in the 5000-meter run and the 10,000-meter run. SM3 J. Ramos scored an easy victory in the 5000-meter event with a time of 17 minutes, 14.5 seconds. Another frogman from UDT-21, Lieutenant (jg) Mike J. Kennedy won the 10,000-meter run by more than a lap with a time of 37 minutes, 59.6 seconds.

The lone Coast Guardsman competing against more than 100 sailors and Marines was seaman Steve P. Lamb from the Coast Guard Station at Yorktown, Va. He flashed to victory in the 100-meter and 200-meter dash, posting times of 11 seconds and 22.7 seconds, respectively.

Winner's laurels also went to Marine Captain John R. Ahearn of the Marine Detachment at Atlantic Fleet Headquarters. Ahearn competed in the javelin throw, and his toss of 216 feet, two inches, was the winner.

Five athletes qualified at the competition for a chance to participate in the Inter-Service Track and Field Meet at Quantico. They were Steve Lamb of the Coast Guard; SN J. S. Chase of the Pensacola team who ran the 800-meter run in two minutes, one-half second; James Jones who finished second in both the 100- and 200-meter runs; LTJG Eric Alexander of Sanford; and javelin thrower CAPT John Ahearn.

The track and field meet was sponsored by the Commander in Chief of the U. S. Atlantic Fleet.

ADDING THEM UP—After one round of firing, the shooters go down-range and check scores hoping that they have become the All-Navy champion. *Below right:* Shooter's face indicates reaction to one of his opponent's rounds.

Navy's Big Guns

STRAIGHT SHOOTERS from throughout the Navy met at the San Diego Naval Training Center for the All-Navy Rifle and Pistol Championships, and when the firing and scoring ended, Donald L. Hamilton, ADR1, USN, became the over-all rifle and pistol champion.

Hamilton, stationed at NARTC Andrews Air Force Base, won the title with a combined score of 1149-50. The current national pistol champion scored 571-33v in rifle competition and 578-17x in the pistol event. His individual pistol score also captured the All-Navy crown in that competition.

Second place winner in over-all competition was Don Poorboy, AG1, USN, who is on the staff of ComNavMarianas, with a total of 1141-53. C. A. Boatright, BM1, USN, of the Small Arms Training Center at San Diego won his first major rifle marksmanship award when he took the All-Navy competition using the M-1 Garand service rifle to fire a 594-39v. Close behind Boatright was D. F. Morine, EOCM, USN, of Port Hueneme who scored 591-57.

Second place pistol honors were won by J. L. Shreves, EO2, USN, of SATU at San Diego with a score of 561-14x.

The Pacific Fleet won both rifle and pistol events over the Atlantic team. In the rifle competition, the team scored 1435-85v to Atlantic Fleet's 1426-73v. The pistol team hit 1108-28x to outshoot Atlantic Fleet's 1102-35x.

Top shooters in individual categories were chosen for the All-Navy rifle and pistol team. All-Navy rifle team members are: Coach, H. K. Goodman, PNC; Captain, R. J. Legler, TD2; D. D. Vaughn, ADJ1; W. A. Hopkins, BULCN; G. C. Inman, ATC; D. F. Morine, EOCM; W. R. Davis, IC1; and L. A. Osmak, DT1.

All-Navy pistol team members are: Coach, A. C. Krause, EM1; Captain, T. L. Keigley, HM1; H. B. Bowlin, SFC; W. J. Kennedy, TDC; J. J. Galica, AMEC; Lieutenant J. T. Natter; D. R. Lamber, ADR3; and H. B. Dubus, STCS.

—Story and Photos by
James Johnston, JO1, USN.

STRAIGHT SHOOTERS of the Pacific Coast team take aim on the firing line. *Right:* Pistol triggers are checked to insure that pull is not less than four pouunds. *Above, right:* Donald Hamilton, ADR1, with winner's trophy.

LETTERS TO THE EDITOR

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Pers G15, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

Duty Options

SIR: In a recent issue of ALL HANDS, you answered a Letter to the Editor concerning duty options as reenlistment incentives.

Your reply cited BuPers Inst 1306.73A, which has since been incorporated into Change 11 to Chapter 27 of the *Enlisted Transfer Manual* (NavPers 15909).

You said that both Reservists on active duty and Regular Navymen can exercise their duty option providing they are serving their first enlistment.

This statement seems to conflict with actual practice. A few months before I read this, and before Change 11 was incorporated into the *Transfer Manual,* a Reservist friend of mine serving two years on active duty requested an inter-fleet transfer.

The Bureau of Naval Personnel disapproved his request, stating that U.S. Naval Reservists were ineligible for reenlistment incentives.

Was BuPers correct in its action or was ALL HANDS correct when it said Reservist or Regular Navy status was immaterial to exercising a duty option during a first enlistment?—J. E. R., PN2, USN.

● *You didn't give the date of your friend's request but we suspect that timing is at fault in the seeming variance between our words and Bureau action.*

Before BuPers Inst 1306.73A was incorporated into Change 11 to Chapter 27 of the Enlisted Transfer Manual, *Naval Reservists were not eligible to participate in the Reenlistment Incentive Program. Exercising a duty option, therefore, was out of the question.*

After Change 11 became effective, however, Reservists were included in the Program provided they were serving their first tour of active duty and agreed to enlist in the Regular Navy for six years.—ED.

Welcome Aboard

SIR: I recently graduated from Buena Vista College, which is located at Storm Lake, Iowa. I anticipate fulfilling my military obligation in the near future.

I'm fairly sure I'll choose the Navy's submarine force. Can you tell me how I should go about joining the silent service?—R. V.

● *With pleasure. Your first step will be to apply for your commission under the Naval Officer Candidate School Program, which is open to young college grads. If you are selected, you will attend an 18-week indoctrination training course at the Officer Candidate School in Newport, R. I.*

If you are given an 1105 designator (which means unrestricted line) while in OCS, you will be free to apply for submarine duty.

Whether or not you are granted your wish will depend upon your qualifications and, more important, the needs of the naval service. There are, in other words, no guarantees—but don't forget, good men are always needed. As usual, it will be mostly up to you.—ED.

NavCad Program Closed

SIR: I would like some information on the NavCad Program. At present, the program officially exists but no applications are being accepted.

I have had slightly less than two years of college work at the University of Minnesota. My flight aptitude rating is six and my aviation qualification test score is seven. I have had some flying experience at the Minnesota University flight facilities and I like to fly.

I am 22 years old and am on active duty. I have 20/20 vision and am in prime physical condition.

I believe I possess the qualifications for the NavCad Program except for the two years of college for which there are (or perhaps I should say were) alternatives.

Does the Navy plan to discontinue this program altogether or will it be reopened some time in the future. What are my chances of becoming a NavCad?—D. T. D., AN, USN.

● *We hate to be the bearer of bad news but your chances of becoming a Naval Aviation Cadet at this time are zero. The Navy has been receiving more than enough Aviation Officer Candidate (AOC) applications to fill its requirements and the NavCad Program was closed in December 1965.*

The AOC Program requires, among other things, that applicants possess a baccalaureate degree. Unless the flow of AOC applicants with college degrees is reduced, it is unlikely that the non-baccalaureate NavCad Program will be reopened.

The test scores you mentioned in your letter exceed the minimum AOC requirements but you don't have the necessary college degree. At the present time, no substitute for this requirement can be made and no waivers are being granted.

These difficulties notwithstanding, there is a silver lining to an otherwise dark cloud. You apparently aren't far from obtaining a baccalaureate. Perhaps you could remove this stumbling block to AOC eligibility by taking the courses you need to obtain a college degree.

You gave your age as being 22. You have until you are 27 and one-half years old to apply for the NAOC Program.—ED.

Great Grandfather Was A Sailor

SIR: I've been given a set of discharge papers—my great-grandfather's—from the Union Navy. They are dated 31 May 1865, and are rather elaborate in design.

Except for the information written on these papers, I know little about my ancestor, Andrew Kirschner. His discharge document gives the following account of his naval activities:

1. He enlisted in Cincinnati, Ohio, on 15 Aug 1864, on board the receiving ship *Grampus* to serve one year or during the war.

2. He was transferred to U. S. flagship *Black Hawk* on 19 Aug 1864, which was under the command of Lieutenant Commander K. Randolph Breese, and Acting Master James Fitzpatrick.

3. *Black Hawk* was attached to the Mississippi Squadron under Admiral David D. Porter. Before the flagship was burned on 22 Apr 1865, she was actively engaged on the Mississippi and its tributaries where she protected transports, destroyed batteries and fought guerrilla bands.

All this information is written on the document in a crescent-shaped pattern set against a monument which was proposed to be built as a tribute to "Those Brave Boys In Blue."

Can you give me any lead as to where I might find more information about my great-grandfather's life before, during or after the war?—D. S. Q., EM1(SS), USN.

● *The document referred to in your*

letter contains far more information concerning the naval service of Andrew Kirschner than could be obtained from the available records (that is, without going into extensive research).

However, the record of service has been verified as being correct. In addition, we were able to learn that Mr. Kirschner served as a musician and at the time of his enlistment gave his age as 22, his place of birth as Germany.

His ship, Black Hawk, *was a 902-ton, 260-foot side-wheel steamer, built in 1848 at New Albany, Ind. The Navy bought her on 24 Nov 1862 and placed her into commission on 6 December that year. She had been called* Uncle Sam *and* New Uncle Sam *until 13 Dec 1862 when she was renamed* Black Hawk.

It is possible that your great-grandfather spent his nine and one-half months' naval service on board the river flagship, except for the four days he was aboard Grampus. *He may have been in* Black Hawk *when she accidentally burned and sank three miles above Cairo, Ill.*

Although she fought no major battles in her last year on the Mississippi, Black Hawk's *guns helped the Union Forces to keep control over the river supply routes. Her armament consisted of four 32-pound smooth bore guns, two 30-pound muzzle loading rifles, one 12-pound muzzle loading rifle, and one 12-pound smooth bore gun.*

Among Black Hawk's *engagements were: Attack on Vicksburg, Miss. (December 1862); capture of Fort Hindman, Ark. (January 1863); attack on Haines Bluff, Miss. (April-May 1863); siege of Vicksburg (May-July 1863); and the Red River Expedition (March-May 1864).*

You may possibly obtain more personal information about your great-grandfather by writing to the National Archives and Records Service, Military Records Branch, National Archives, Washington, D. C. 20408. There is a nominal fee for this service. During our check we were referred to pension jacket No. NWC-4478, which is listed under the name of your ancestor's widow, Mrs. Philmena Kirschner.—Ed.

Change in Rating for CYN

Sir: Can you point out the normal path of advancement for a communications yeoman? I would particularly like to know if a CYN is authorized to take an RM2 examination on the recommendation of his commanding officer or must he go up rate for rate?

For example, does a CYN3 have to take an RM3 exam or can he take the RM2 test?—C. M. B., YN1, usn.

- *The next rung on the advancement ladder for a CYN3 is to YN2. From there, he proceeds, as might be expected, to YN1 and YNC. At this point, he can advance either to YNCS and YNCM or take the path leading to a warrant and to an LDO commission.*

NEW FACILITY—This artist's conception is of new 360-man enlisted men's quarters to be constructed at National Naval Medical Center in Bethesda.

In the case you mentioned, if the man wants to take the RM2 examination rather than the YN2 test, he may do so. He must, however, request permission from the Chief of Naval Personnel (Attn: Pers-B223)—via his commanding officer.

The Manual of Advancement in Rate or Rating *(NavPers 15989) specifies that the request must be received at BuPers by 15 June or 15 December, depending on whether the man takes the August or February examination.*

Although it may be of no immediate interest to the man for whom you are making your inquiry, it might be well to mention here that changes in rating for men in pay grades E-7 through E-9 are not normally approved.—Ed.

Nicholas Still Going Strong

Sir: In the January issue of All Hands, you had an article about the oldest destroyer in the Navy, uss *Nicholas* (DD 449).

Your article seemed to imply that *Nicholas'* career ended with the Korean war. This just ain't so. The career of "The Road Runner" is far from ended.

This letter is being written while the ship is steaming off the coast of Vietnam. Tomorrow we might have plane guard duty, or possibly a shore bombardment assignment. We might be scheduled for ASW exercises, or a helo refueling. As you can see, DD 449 isn't quite ready for the graveyard. She is always ready.

Nicholas' Engineering Officer, Lieutenant W. E. Small, recently put the finishing touches to our Engineering "E" with hashmark with his trusty brush and bucket of paint. This is in addition to the hashmark we wear on our Gunnery "E". Who says we're dead?—V. A. R., MMCS, usn.

- *It appears we owe* Nicholas *an apology all the way 'round. Indeed, she has neither gone to the graveyard, nor was she brought back to active duty in 1961. That date in the article should have read 1951, the year she was placed back into commission, according to her present history.*

We wish to thank you for providing us with the additional information of Nicholas' *current role off Vietnam. Also, congratulations to the crew on earning those hashmarks for their Engineering and Gunnery "E"s.*—Ed.

Transfer to Fleet Reserve

Sir: I hold a temporary commission as a limited duty officer. Before I was commissioned, I was a CPO.

This year I intend to revert to my enlisted pay grade and transfer to the Fleet Reserve. Must I revert to CPO, or is there a way I could be advanced to senior or master chief?—P. J. W., LT, usn.

- *You must revert to CPO. Current directives do not permit advancement to pay grades E-8 and E-9 for men serving in a commissioned status. Such authorization, however, may be pending—the idea has been suggested but is still under consideration.*

Incidentally, while it is not presently possible to advance to E-8 or E-9 while in a commissioned status, advancement to CPO is possible. Men serving as first class petty officer when they are commissioned may be administratively advanced to chief after serving three years from their date of advancement to first class and after serving eight years in the Navy.—Ed.

EAGLE BOATS such as the above (PE 57) were still being used at the beginning of World War II as training ships and patrol vessels. They carried 65 men.

Broken Service

Sir: A friend of mine, with broken service, recently returned to active duty. Within six months he had changed his rate from seaman to fireman and was advanced to third class petty officer.

I, too, have broken service, except that I now have a total of 15 months' active duty as a second class. Still, I've been told that I must have two years' continuous active duty service to be eligible for the E-6 exam.

How is it that my friend can return to active duty and be promoted within six months, whereas I must wait two years from the time I reenlisted before I can take the first class exam? —R. D. C., EM2, USN.

• *You have brought up a good question. The answer should be of value to many broken-service Navymen.*

First of all, let's refer to the new Manual of Advancement in Rate or Rating *(NavPers 15989). It states that under a broken service reenlistment, time in rate (TIR) commences on the date of reenlistment for those individuals who are accepted with the same rate and rating they held at the time of their discharge or release to inactive duty.*

If you, however, had reenlisted as an E-4 instead of an E-5, a provision within the Manual *would have made it possible for you to have participated in the next E-5 exam (within your rating) administered after your reenlistment.*

Since your friend changed his rating from seaman to fireman, he was not competing for the next higher pay grade in the rating held at the time of his discharge. Therefore, he was able to advance from E-3 to E-4 within six months.

Nevertheless, you are required to wait the full two years before taking the E-6 exam.—Ed.

Wintering-Over Clasp

Sir: Is a man authorized to wear a gold star or other device on his suspension ribbon on the Antarctica Service Medal or its ribbon bar to signify that he has made more than one trip to Antarctica?

I served there for four years beginning in May 1958, and two years beginning March 1964. So far as I know, however, there is no way to show that I served more than one tour. Right?—E. L. S., YN1, USN.

• *Right, up to a point. You are correct in your assumption concerning awards for more than one trip to the Antarctic. Regulations contained in SecNav Inst 1650.1C, Art. 531.23, provide that no more than one Antarctica Service Medal may be issued, and no more than one clasp or one disc may be worn.*

However, wintering-over awards are slightly different and, in this respect, may indicate that you did spend more than one tour in the frozen south.

If you spend a winter in the Antarctic, you are entitled to wear a Wintering-Over Clasp on the ribbon of your Antarctica Service Medal. A bronze clasp is awarded for spending one winter on the ice; a gold clasp for two winters; a silver clasp for three winters. Only one clasp is authorized at a time .

Happy shivering.—Ed.

Eagle Boats Proved Their Worth

Sir: If I remember correctly, back in the '40s the Navy had a type of ship called the Eagle Boat—something like a destroyer escort, only smaller. I vaguely recall they were used in submarine training.

For my own purposes the memory serves well enough. But I have a friend (a retired QM1) who doesn't believe there ever were such ships. Will you set him straight?—W. C. M., TMC (SS), USN.

• *Your memory is good. There were eagle boats.*

The eagle boat program began late in World War I, when the Navy let contracts for 112 hulls. When the Armistice was signed, however, 52 of the contracts were canceled.

The eagle boats were 201 feet in length, 26 feet in width, displaced 700 tons and had a top speed of about 17 knots. They carried a complement of 65 men, had square sterns and generally box-like lines, and were not noted for their seaworthiness.

The boats had one screw, were propelled by geared turbines which developed about 2500 horsepower. Earlier models were armed with single 3-inch/50 caliber guns while the later ones carried 4-inch/50s. All were equipped with depth charges.

In 1920 USS Eagle *(PE 25) capsized in the Delaware River after being struck by a sudden squall. Nine of the crew were killed.*

By the beginning of World War II only eight eagle boats remained in commission as training ships and coastal patrol vessels; none were assigned duty outside the continental waters.

They were used as sonar training school ships in Key West, and on the West Coast, and as target-towing vessels for aerial bombing practice.

While on a towing assignment, USS *PE 56 was lost near the harbor entrance of Portland, Maine, when a terrific explosion split her amidships, killing all but 13 of her 62-man crew.*

The seven remaining eagle boats were decommissioned soon after the end of World War II.—Ed.

Sea Story for Zane

Sir: My father served in the Navy from 1928 to 1932 on board the destroyer USS *Zane* (DD 337). Whatever became of this old four-stacker? I believe she was still steaming during the Second World War.—J. C. H., LTJG.

• *Indeed she did steam during World War II. In fact she performed three roles during her 25 years' service in the Navy.*

Naval history files tell us Zane *was built as DD 337, a flush-deck, four-pipe destroyer, during 1921 at the San Francisco Mare Island Navy Yard.*

She remained a member of the four-piper fleet until just before WW II when she and 17 other flush-deckers were converted to fast minesweepers. Zane then became DMS 14.

She was at Pearl Harbor the morning of 7 Dec 1941, and was among the undamaged ships which managed to clear the channel during the attack.

As a minesweeper, Zane spent most of the next four years in the forefront of major naval operations. She chalked up six battle stars on her Asiatic-Pacific Area Service Medal for action at Pearl Harbor and in such operations as Guadalcanal, Tulagi, New Georgia, Rendova, Kwajalein, Majuro, Eniwetok, Saipan, Bonins and Guam. She also earned the Navy Unit Commendation for service in the Solomons.

Zane was given many dangerous assignments during the war. On one of them she was nearly sunk while en route to Tulagi from Guadalcanal with a load of aviation gasoline.

She was carrying 175 drums of fuel on deck when three Japanese destroyers spotted her clearing the channel. The enemy decided to give chase.

First range between the ships was 30,000 yards, but the pursuers steadily closed the gap. Zane's engines just couldn't outrun the enemy, even though she was steaming at about 28 knots. When the distance between the ships was 13,500 yards, the Japanese opened fire.

Shells landed within 1000 yards of Zane as she maneuvered defensively.

Then, after a chase of 20 minutes, the enemy began lobbing shells both 100 yards ahead and 100 yards astern of Zane. Luckily, the shells were bombardment projectiles instead of high explosives. High explosive shells might have torn the small minesweeper to pieces by underwater concussion, if not from direct hits. One enemy shell did score a direct hit on Zane's No. One three-inch 50-caliber gun. The shell killed three crewmen instantly. Other shells cut away rigging, antennas, and every halyard except the one to the gaff from which the National Ensign was flown.

Just when it seemed the enemy would blast Zane from the water, U. S. dive bombers arrived and attacked the Japanese destroyers with deadly results. One DD exploded and sank. Another was left burning, while the third appeared dead in the water.

Although one of her main guns was out of commission, the minesweeper continued to operate in the forward area until January 1943, when she was sent to Sydney, Australia for an overhaul.

Four months before the end of WW II, Zane's designation was changed to AG 109. In her new status as a miscellaneous auxiliary, she became a target-towing ship in San Pedro Bay, Philippines.

Late in October of 1945, Zane headed homeward for the first time since the outbreak of the war. She first arrived in San Diego. Then, moving to Norfolk, she was decommissioned on 14 Dec 1945, and sold in October 1946.—Ed.

Choose One or the Other

Sir: Can I wear the Armed Forces Expeditionary Medal which I earned for service in Vietnam before 4 Jul 1965 as well as the Vietnam Service Medal for which I qualified after that date?

I am aware that regulations prohibit wearing both medals for service between 1 Jul 1958 and 4 Jul 1965. However, since the Vietnam Service Medal is awarded for duty after 4 Jul 1965, it seems I could legitimately wear both decorations if I have service in both time frames.—G. H. L., LT, USN.

- *Sorry, but you must choose one medal or the other—even though you had Vietnamese service both before and after 4 Jul 1965. Executive Order 11231 prohibits issuing both awards to an individual for service in Vietnam.*

Here are some other rules concerning the Armed Forces Expeditionary Medal and the Vietnam Service Medal which may be of interest to you:

Anyone who actually received the Armed Forces Expeditionary Medal before 4 Jul 1965 may either retain it or be issued the Vietnam Service Medal in its place. If the Vietnam Service Medal is chosen, the Expeditionary Medal must be surrendered.

Those who served in Vietnam after 4 Jul 1965 do not have this option. They are awarded the Vietnam Service Medal, period. If they had earned the AFEM before 4 Jul 1965, they must surrender it. No individual may have both medals for service in Vietnam, no matter when they served there.

The Vietnam Service Medal can be issued only once. Bronze stars which are worn on the Service Medal ribbon indicate campaigns in which the wearer participated after 15 Mar 1962 (the beginning date of the first campaign). Anyone who saw service in Vietnam before this date is entitled to wear only the ribbon without stars.

Stars on the AFEM have a different meaning. They signify the wearer earned the medal at some other time and in some other place, such as Lebanon, Taiwan or Cuba.

It is permissible for a Navyman to wear BOTH *the Vietnam Service Medal and the Armed Forces Expeditionary Medal* PROVIDED *the latter was for service in Berlin, Lebanon, Quemoy-Matsu, Taiwan, Congo, Cuba, or Dominican Republic, and he elects to be awarded the Vietnam Service Medal rather than a star on the AFEM for service in the Vietnam theater.*—Ed.

Time In Rate Waivers

Sir: Is it possible for me to receive a waiver of time in rate so that I might participate in the upcoming advancement in rate exams for E-7? I will have two years in rate as an E-6.—J. R. S., ET1, USN.

- *Possible, but highly unlikely. In fairness to other well qualified personnel who must fulfill the established time-in-rate requirement, a waiver of 12 months in pay grade is not normally approved.*

The procedures to request waivers of time in rate may be found in the Manual of Advancement in Rate or Rating *(NavPers 15989), para. 302.13.*—Ed.

Ranger Was No Ghost

Sir: We have been told that USS *Ranger* (CV 4) was unable to moor at Ford Island in 1948 because she drew more than 40 feet and the water wasn't deep enough. Is this true?—The Crew of USS *Hank* (DD 702).

- *Your informant is correct in stating that Ranger couldn't moor at Ford Island in 1948. However, his reasoning (not the water at Ford Island) strikes us as being a bit shallow for, according to our information,* Ranger *was sold in January 1947. Unless you believe in ghosts, it is highly unlikely that* Ranger *was moored at Ford Island or anywhere else the following year.*

We don't know the depth of the water at Ford Island in 1948 but, since other and larger ships have moored in that vicinity, we doubt that Ranger's *draft would have excluded her.*

Here are a few statistics to reinforce our supposition. Ranger *had a limiting draft of 25 feet. With an emergency load, she operated close to or slightly over this at approximately 21,000 tons. This is a far cry from the 40-foot draft mentioned by your informant.*—Ed.

Can't Have It Both Ways

Sir: I am eligible to wear the Vietnam Service Medal and the Vietnam Campaign Medal for having served aboard USS *Guadalupe* (AO 32) in Southeast Asia from 12 February to 20 Sep 1966.

Am I also eligible to wear the Armed Forces Expeditionary Medal?—T. A. L., PNSN, USN.

- *Only if the AFEM was earned for service in some other authorized area, such as Lebanon, Congo, Taiwan, etc.*

The rules state that individuals serving in Vietnam after 4 Jul 1965 must receive the Vietnam Service Medal. Under no circumstances will both the AFEM (Vietnam) and the Vietnam Service Medal be issued for duty performed in Vietnam.—Ed.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS MAGAZINE, Pers G15, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

- *42nd Seabees*—Members of the 42nd Seabees Battalion will hold their annual reunion on 14 October at the Waldorf-Astoria Hotel in New York City. Details may be obtained from George Rapp, 42-37 Union St., Flushing, N. Y. 11355.
- USS *Gilmer* (DD 233)—A reunion for all hands who served aboard during WW II will be held in Milwaukee 28 October. Also Naval Reservists who were aboard SC 412 that left Milwaukee for the East Coast in 1940. Contact may be made with F. A. Prebezich, 7020 N. 98th St., Milwaukee, Wis. 53224.
- USS *Northampton* (CA 26)—Those who served aboard between 1930 and 1942 and are interested in a reunion contact S. T. Kinard, 1537 Chowkeebin Nene, Tallahassee, Fla. 32301. Time and place to be set.

V-5 Trainees—I am interested in a possible 25th anniversary reunion of a group of Navy V-5 trainees who enlisted in the Detroit area on the anniversary of Pearl Harbor and shipped out together. The majority went on to Iowa Preflight, 28th Battalion, Companies G and H. Contact Ted Kashmerick, 8821 Suncrest Drive, Utica, Mich. 48087.

Certification of Orders

SIR: On frequent occasions, enlisted men in receipt of permanent change of station orders find it necessary to furnish certified copies of their orders—when they apply for the movement of their household goods, for instance.

Who is authorized to certify the copies?

I have heard that only a commissioned officer may certify the copies of PCS orders, but I seem to remember (perhaps sometime between 1963 and 1965) either a directive or a Manual change which stipulated that a second class petty officer or above could certify his own orders.

Which is correct?—T. J. M., YNCS, USN.

● *Neither.*

Despite an apparently widespread belief that copies must bear the certification of a commissioned officer, the fact remains that no law, regulation or order requires it. Copies of orders may be certified by any responsible individual, including the Navyman to whom they pertain, be he seaman or admiral.

The subject is not covered in any official Navy publication at this time because there are no special requirements for personnel certifying copies of PCS orders to be true copies.

It might be mentioned that your letter has invited attention to the desirability of having the certification requirements set forth in writing. If it is decided that the rules should be officially defined, steps will be taken to do so.

We'll let you know.—ED.

Commemorative Stamps

SIR: I recently read that four new commemorative postage stamps would soon be issued. I was dismayed to learn that none will honor the Navy.

In view of the great job the Navy is doing these days, I think it is a more appropriate subject for a commemorative issue than some of those which have been selected. Is anyone promoting the Navy in this respect?—F. H. L., CAPT., USNR(Ret).

● *The Citizen's Stamp Advisory Committee which selects subjects for commemorative issues undoubtedly would agree with you concerning the Navy's merits. There are, however, other organizations and events which the Committee feels also deserve commemoration and the Committee must decide which of these warrant selection for the 15 commemorative stamps issued each year. When you consider there are thousands of ideas submitted annually and only 15 can be selected, the Navy probably gets its share.*

However, if you have a suggestion concerning a naval subject which you think is suitable for a commemorative stamp, you may submit your nomination to Postmaster General, Post Office Department, Washington, D. C. 20260.

As a possible guide in your nomination, here are a few suggestions which the Committee has recently rejected as subjects for Navy commemorative issues: The 100th Anniversary of the Navy Civil Engineer Corps; the 25th Anniversary of the U. S. Naval Construction Battalions; the 200,000th Arrested Landing on USS *Lexington; the Commissioning of the U. S. Naval Communications Station at North West Cape, Australia.*

Good luck.—ED.

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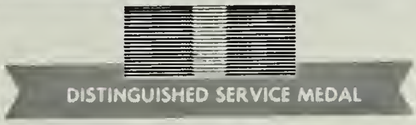

DISTINGUISHED SERVICE MEDAL

"For exceptionally meritorius service to the Government of the United States in a duty of great responsibility . . ."

★ ASHWORTH, Frederick L., Vice Admiral, USN, for exceptionally meritorious service to the government of the United States as Commander, Sixth Fleet, from May 1966 to March 1967.

★ JACKSON, Andrew Mc Burney, Jr., Vice Admiral, USN, for exceptionally meritorious service to the government of the United States as Assistant Chief of Naval Operations (Plans and Policy) from 2 Jan 1963 to 12 Jul 1964, and as Deputy Chief of Naval Operations (Plans and Policy) from 13 Jul 1964 to 17 Apr 1967.

LEGION OF MERIT

"For exceptionally meritorius conduct in the performance of outstanding service to the government of the United States . . ."

★ ANDERSON, Gustave T., Captain, Medical Corps, USN, for exceptionally meritorious service from 18 Oct 1965 to 30 Jan 1967 as medical consultant in Vietnam and as project officer in the Bureau of Medicine and Surgery.

★ ANDERSON, Nelson R., Captain, Civil Engineer Corps, USN, as Commander 30th Naval Construction Regiment in the Republic of Vietnam from 1 Sep 1965 to 12 Sep 1966.

★ ARNOLD, Homer S., Captain, Medical Corps, USN, as Senior Surgeon and Commanding Officer, Company C, First Medical Battalion from 23 Jul to 23 Oct 1965, and subsequently as Division Surgeon, Third Marine Division, from 24 Oct 1965 to 23 May 1966. The Combat Distinguishing Device is authorized.

Gold Star in lieu of Second Award
★ BAUMBERGER, Walter H., Rear Admiral, USN, from May 1965 to March 1967 as Commander Cruiser-Destroyer Force, U. S. Pacific Fleet.

★ BECKER, Glynn R., Lieutenant Commander, USN, while serving with friendly foreign forces engaged in armed conflict against the communist insurgent forces in the Republic of Vietnam from 18 May 1965 to 16 Jun 1966. The Combat Distinguishing Device is authorized.

★ BIRD, Horace V., Rear Admiral, USN, from 9 Nov 1964 to 18 May 1967 as Commander Naval Forces Marianas, as representative of the Commander in Chief Pacific in the Mariana-Bonin Islands, and as Commander Task Forces 34 and 94.

★ BROWN, Clifford L., Captain, USN, from 21 Jul 1964 to 28 Apr 1966 as Fleet Logistics Officer on the staff of Commander in Chief U. S. Pacific Fleet.

Gold Star in lieu of Fourth Award
★ CALVERT, James F., Rear Admiral, USN, as director, Politico-Military Policy Division, Office of the Chief of Naval Operations from August 1965 to May 1967.

★ CHRISTENSEN, Cyrus R., Lieutenant Commander, USN, from 1 Apr 1965 to 25 Feb 1966 while serving as Senior Naval Advisor to Coastal Groups 21, 22, 23 and 24 engaged in armed conflict against the communist insurgent guerrilla forces in Vietnam. The Combat Distinguishing Device is authorized.

★ COMPTON, Oliver D., Captain, USN, from August 1964 to February 1966 while serving in a managerial capacity in connection with the Navy's provision of expendable conventional munitions to combat forces in Southeast Asia.

★ DAILEY, Elmer W., Jr., Captain, USN, as director, communications-electronics, J-6, Headquarters, United States Southern Command, Quarry Heights, Canal Zone from January 1966 to April 1967.

★ DUFFNER, Gerald J., Captain, Medical Corps, USN, from 7 May 1963 to 28 Oct 1966 as Fleet Medical Officer on the staff of the Commander in Chief United States Atlantic Fleet.

★ FAIR, John W., Captain, USN, as Commanding Officer, USS Intrepid (CVS 11) from 15 July to 13 Oct 1966, and as commander Task Group 77.5, in connection with combat operations in Southeast Asia.

★ FITZWATER, Harry E., Jr., Captain, USN, as Chief of Missiles and Space Branch, Joint Reconnaissance Center, Operations Directorate, Organization of the Joint Chiefs of Staff from 4 June 1963 to 31 Mar 1966.

★ FOX, Elmer L., Captain, USN, as Commander Task Unit 77.01 and Task Force 77, on the afternoon of 1 Jul 1966. As the on-scene commander when three unidentified high-speed surface contacts were detected and sunk and 19 prisoners taken.

★ GANNON, John W., Rear Admiral, USN, from 19 Oct 1964 to 30 Nov 1966 as Commander Fleet Air Wings, U. S. Pacific Fleet and Commander Fleet Air, Moffett.

★ GEIS, Lawrence R., Rear Admiral, USN, as Chief, United States Naval Mission to Brazil and as Chief, United States Navy Section, United States Military Group, Brazil, from May 1965 to April 1967.

★ GOODFELLOW, Alexander S., Jr., Rear Admiral, USN, from 18 Aug 1966 to 18 Jan 1967 as commander Task Group 70.8, while the Seventh Fleet was actively engaged in combat operations in support of the Republic of Vietnam.

★ GRANTHAM, Delbert D., Commander, USN, as both Deputy Chief and Assistant Chief of Staff for Plans and Operations, Naval Advisory Group, Military Assistance Command, Vietnam, from 4 Jun 1964 to 23 Sep 1965.

Gold Star in Lieu of Second Award
★ GRAYBIEL, Ashton, Captain, Medical Corps, USN, as Director of Research at the U. S. Naval Aerospace Medical Institute, Pensacola, Fla., from 1 Jan 1960 to 30 Jun 1966.

★ HAHN, Thomas F., Commander, USNR, as Head, Naval Security Group Department, U. S. Naval Communications Station, Philippines from 22 Jun 1964 to 15 Apr 1965.

★ HALLGARTEN, Kurt, Commander, USNR, from January 1964 to January 1967 as head of the Regulations Branch of the Administrative Law Division in the Office of the Judge Advocate General.

★ HARLFINGER, Frederick J., II, Rear Admiral, USN, from 24 Jan 1964 to 26 Jan 1967 as Assistant Director for Collection, Defense Intelligence Agency.

★ HARRIS, Leroy E., Captain, USN, from 7 Jul 1965 to 30 Sep 1966 as Chief, General War Division and Deputy Chief of the Joint War Games Agency.

★ HERING, Alexander C., Captain, Medical Corps, USN, as senior medical officer of the Naval Station Hospital, Headquarters Support Activity, Saigon, from 25 Feb 1965 to 30 Mar 1966.

★ HODGSON, Gordon S., Captain, USN, as Operations Officer for Commander Carrier Division Five from 19 Jul 1964 to 25 Oct 1965, during which time he was responsible for coordination, planning, and execution of the CVA Aug 1964 reprisal strikes in the Gulf of Tonkin.

★ HOLZAPFEL, Valentine G., Captain, USN, from April 1964 to January 1967 as Assistant Chief, Special Projects Division, Policy Planning Staff, Office of the Assistant Secretary of Defense (International Security Affairs).

★ HOUSE, William H., Captain, USN, as Chief of Staff for Commander Carrier Division Nine from 2 Jul 1965 to 15 Jan 1966.

★ HUGHES, William C., Rear Admiral, USNR, from July 1963 to April 1966 as Assistant Chief for Naval Reserve and Naval District Affairs, and as Senior Member, Naval Reserve Officer Mobilization Disposition Board.

★ IVISON, Sterling H., Jr., Captain, USN, from 22 Jun 1964 to 15 Oct 1966 as Director of the Programming and Finance Division, under the Deputy Chief of Naval Material Command (Programs and Financial Management), Headquarters Naval Material Command.

★ KRICKENBERGER, Custer F., Jr., Captain, Civil Engineer Corps, USN, from July 1965 to April 1967 as logistics installations and facilities officer on the staff of Commander in Chief U. S. Pacific Fleet.

★ KUEHL, Howard F., Rear Admiral, Supply

Corps, USN, from 2 Feb 1962 to 1 Jun 1966 as Commanding Officer, Navy Aviation Supply Office, Philadelphia, Pa.

★ **LAWRENCE**, Gregory E., Commander, USN, from 15 Feb 1965 to 30 Jan 1967 as Chief, Support Activity, United States Military Assistance Command, Thailand.

★ **LEVENTHAL**, Robert S., Commander, Supply Corps, USN, from 2 Aug 1965 to 1 Jun 1966 while serving as the first supply and fiscal officer, U. S. Naval Support Activity, Da Nang, Republic of Vietnam. He was responsible for the preparation and implementation of plans for the military logistic support of all U. S. forces in the I Corps tactical area of Vietnam.

★ **LOOMIS**, Raymond W., Commander, Civil Engineer Corps, USN, for meritorious service from July 1964 to January 1967 as Director, Naval Construction Forces Division, Naval Facilities Engineering Command.

★ **MADDOCKS**, William J., Captain, USN, for meritorious service from September 1965 to March 1966 as Commander Amphibious Squadron Five, while deployed as a unit of the United States Seventh Fleet Amphibious Force.

Gold Star in lieu of Second Award

★ **MADDOCKS**, William J., Captain, USN, for meritorious service from 28 July to 1 Nov 1966 as Commander Amphibious Ready Group, U. S. Seventh Fleet, while deployed as a unit of the U. S. Seventh Fleet Amphibious Force. He was responsible for planning and executing three amphibious assaults in the Republic of Vietnam. The Combat Distinguishing Device is authorized.

★ **MATTER**, Alfred R., Rear Admiral, USN, for meritorious service from July 1964 to May 1967 as Commander Fleet Air Wings, U. S. Atlantic Fleet.

★ **MARTINSEN**, Norman M., Captain, Civil Engineer Corps, USN, for meritorious service from July 1962 to January 1967 as Assistant Chief of the Bureau of Yards and Docks for Operations and Maintenance, as Director of Facilities Management, and as Deputy Commander for Management, Naval Facilities Engineering Command.

Gold Star in lieu of Third Award

★ **MC CAIN**, John S., Jr., Vice Admiral, USN, for meritorious service during the period July 1965 to April 1967 as Vice Chairman, U. S. Delegation, United Nations Military Staff Committee and Commander, Eastern Sea Frontier

★ **MC CLENDON**, William R., Captain, USN, for meritorious service as commanding officer of USS Bon Homme Richard (CVA 31) from 12 May to 9 Dec 1965 in the Southeast Asia area during which time the ship launched a series of highly effective air strikes against Viet Cong.

★ **MC KEE**, John R., Captain, USN, posthumously, for meritorious service from June 1964 through August 1966 as a staff operations officer in the Operations Directorate, Joint Staff, Organization of the Joint Chiefs of Staff.

★ **MILLER**, Jim D., Captain, USN, for meritorious service from April 1964 through May 1967 as an operations staff officer in the Operations Directorate, Joint Staff, Organization of the Joint Chiefs of Staff.

★ **MONROE**, Henry S., Rear Admiral, USN, for meritorious service from October 1964 to March 1967 as Commander Amphibious Training Command, U. S. Pacific Fleet.

★ **MUSE**, George R., Rear Admiral, USN, from 7 Sep 1965 to 9 Sep 1966, while serving as Chief of Staff and Aide to Commander Cruiser-Destroyer Force, U. S. Pacific Fleet.

★ **PEET**, Raymond E., Captain, USN, for meritorious service as military assistant to the Secretary and Deputy Secretary of Defense, and later as military assistant to the Principal Deputy Assistant Secretary of Defense, International Security Affairs from 8 Jul 1965 to 1 Sep 1966.

★ **PHILLIPS**, Charles K., Captain, Supply Corps, USN, for meritorious service from 10 Aug 1964 to 15 Jun 1966 as faculty member, Resident School and as Director, Resident School, Industrial College of the Armed Forces.

★ **ROOD**, George H., Captain, USN, for meritorious service as Commander Task Group 4.9 during Hurricane Inez relief operations from 1 to 6 Oct 1966.

Gold Star in lieu of Second Award

★ **RUCKNER**, Edward A., Rear Admiral, USN, for meritorious service from June 1965 to April 1967 as Commander Cruiser-Destroyer Force U. S. Atlantic Fleet.

★ **TALBOT**, Wallace L., Jr., Captain, USN, for meritorious service from 11 Aug 1964 to 10 Apr 1966 as Assistant Chief of Staff for logistics on the staff of Commander in Chief U. S. Pacific Fleet.

★ **THOMPSON**, Edwin H., Commander, Supply Corps, USN, for meritorious service from 28 Mar 1964 to 15 Nov 1965 as logistics officer, Naval Advisory Group, U. S. Military Assistance Command, Vietnam. The Combat Distinguishing Device is authorized.

★ **WELHAM**, Walter, Rear Admiral, Medical Corps, USN, for meritorious service as Fleet Medical Officer on the staff of Commander in Chief, U. S. Pacific Fleet, with additional duty as staff medical officer on the staff of Commander in Chief, Pacific, from 3 Oct 1964 to 16 Sep 1966

★ **SHAMER**, Frank N., Captain, USN, for meritorious service from June 1965 to April 1967 as Chief of Staff to Commander Mine Force, U. S. Pacific Fleet.

★ **SMITH**, William C., Lieutenant Commander, USN, for meritorious service from 30 June to 26 Oct 1966 as a pilot in Attack Squadron 163 embarked in USS Oriskany (CVA 34).

★ **STONE**, Frank B., Captain, USN, for meritorious service as commanding officer, USS Hancock (CVA 19) and Commander Task Group 77.7 from 29 January to 11 May 1965. The Combat Distinguishing Device is authorized.

★ **TURNER**, Charles W., Captain, Civil Engineer Corps, USN, for meritorious service from 18 Jul 1963 to 28 Feb 1967, as a military staff assistant to the Assistant Director of Command and Control in the Office of the Director of Defense Research and Engineering.

★ **WALSH**, Francis R., Jr., Commander, USN, for meritorious service as a project officer from August through November 1966. He directly supervised the preparation and implementation of the project test and evaluation effort.

★ **WARNER**, Arthur H., Jr., Captain, USN, for meritorious service from 10 Dec 1964 to 31 Jan 1967 as Deputy Naval Representative of the U. S. Chiefs of Staff on the Military Staff Committee and the United States Mission to the United Nations.

★ **WEATHERWAX**, Hazlett R., Rear Admiral, USN, for meritorious service from June 1964 to June 1966 as Director of Pan American Affairs, Office of the Chief of Naval Operations; as a representative of the Navy Department while serving as Chairman and U. S. Navy Member of the U. S. Delegation to the Inter-American Defense Board; and as a member of the joint Brazilian-U.S. Defense Commission, the joint Mexican-U.S. Defense Commission, and the Permanent Board on Defense of Canada and the U.S.

★ **WELCH**, David F., Captain, USN, for meritorious service from 28 Apr 1965 to 27 Mar 1966 while serving as Deputy Assistant Chief of Staff, J3 and Chief, Operational Plans and Requirements Division, Office of the Assistant Chief of Staff, J3, U. S. Military Assistance Command, Vietnam.

★ **WERTH**, James M., Captain, USN, for meritorious service in successive positions of extreme responsibility from June 1965 to August 1966 as, initially, Deputy Assistant Chief of Staff, J4, and commencing in December 1965, as Deputy for Special Projects, Assistant Chief of Staff, J4, U. S. Military Assistance Command, Vietnam.

★ **WESCHLER**, Thomas R., Rear Admiral, USN, for meritorious service from 15 Oct 1965 to 5 Jan 1966 as Commander Amphibious Ready Group, U. S. Seventh Fleet, while deployed as a unit of the U. S. Seventh Fleet Amphibious Force.

★ **WILSON**, Almon C., Commander, Medical Corps, USN, for meritorious service from July 1965 to June 1966 as commanding officer of the Third Medical Battalion in the Republic of Vietnam. The Combat Distinguishing Device is authorized.

★ **WULFMAN**, William A., Captain, Medical Corps, USN, for meritorious service from 23 May 1965 to 15 Jun 1966 as Division Surgeon, Third Marine Division and, subsequently, as Force Surgeon, Third Marine Ampibious Force/Naval Component Command in connection with operations against insurgent communist forces in the Republic of Vietnam The Combat Distinguishing Device is authorized.

DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight . . ."

DFC

★ **BEENE**, James A., Lieutenant (jg), USNR, for heroism and achievement in aerial flight while serving in Southeast Asia.

★ **BIRDWELL**, Carl, Jr., Commander, USN, for heroism and achievement while leading a 27-

plane strike group against military installations near Dong Hai, North Vietnam, on 7 Feb 1965.

Gold Star in lieu of Second Award

★ **BIRDWELL**, Carl, Jr., Commander, USN, for heroism and achievement on 1 May 1966 as the leader of an aircraft strike against a surface-to-air missile site in North Vietnam.

Gold Star in lieu of Third Award

★ **BIRDWELL**, Carl, Jr., Commander, USN, for heroism and achievement in aerial flight on 22 May 1966 as commanding officer of Attack Squadron 216, while leading a 24-plane strike on the heavily defended military complex of Vinh, North Vietnam.

Gold Star in lieu of Fourth Award

★ **BIRDWELL**, Carl, Jr., Commander, USN, for heroism and achievement on 15 Jun 1966 while engaged in combat operations in Southeast Asia. He led a jet aircraft strike against a missile site which previously had fired two surface-to-air missiles at his aircraft.

★ **BLACK**, Cole, Lieutenant Commander, USN, for heroism and extraordinary achievement in aerial flight.

Gold Star in lieu of Second Award

★ **BLACK**, Cole, Lieutenant Commander, USN, for heroism and extraordinary achievement in aerial flight.

★ **BOOSE**, Eldon R., Lieutenant (jg), USNR, for heroism and achievement on 1 Nov 1965 as wingman of a section of propeller-driven aircraft during an air rescue mission within the enemy island territories of North Vietnam.

Gold Star in lieu of Second Award

★ **BOWERS**, William W., Commander, USN, for achievement in aerial flight as strike leader of a 10-plane coordinated attack on 12 Sep 1965 against the Vinh Barracks Central/Northeast, Vinh, North Vietnam.

Gold Star in lieu of Third Award

★ **BOWERS**, William W., Commander, USN, for achievement while leading a division of five aircraft on 31 Oct 1965 in a 20-plane strike on the Kep highway bridge in North Vietnam.

★ **BRAND**, Walter N., III, Lieutenant, USNR, for heroism and achievement on 4 Apr 1966 as flight leader of three A4C aircraft in a successful night attack on the railroad marshalling yards near Vinh, North Vietnam.

★ **BROWN**, Lorin W., Lieutenant, USN, for heroism and achievement on 29 May 1966 while maneuvering his aircraft through intensified enemy fire in an attack on the Dien Chau railway bridges on the Song Bang River on 29 May 1966.

★ **CASSIMAN**, Paul A., Lieutenant, USN, for heroism and achievement on 20 Mar 1966 as wingman in a successful search and rescue mission for a downed pilot in North Vietnam.

★ **CHATHAM**, Walter L., Lieutenant Commander, USN, for heroism and achievement as the division leader of a flight of A4C aircraft participating in a strike on the Nam Dinh railroad repair facility and storage area in North Vietnam.

★ **COAKLEY**, William F., Lieutenant Commander, USN, posthumously, for achievement on 7 Jul 1966 as section leader on the initial attacking wave of aircraft against enemy PT boats south of Hon Gay, North Vietnam.

★ **CROW**, Edwin M., Commander, USN, for heroism and achievement on 3 Jun 1966 as strike leader of a flight of 18 aircraft in a successful strike on the Thai Binh supply-storage area and boat construction facility near Hanoi.

★ **DAULTON**, James T., Lieutenant Commander, USN, for heroism and achievement on 29 May 1966 as section leader in a Bullpup missile strike on the Dien Chau and Qui Vinh railroad bridges.

★ **DAVIS**, John B., Lieutenant Commander, USN, for heroism and achievement while conducting the first successful strike against a mobile surface-to-air missile site in North Vietnam on 17 Oct 1965.

★ **DEMKO**, Martin E., II, Lieutenant (jg), USN, for heroism and achievement on 14 Sep 1966 during combat operations in Southeast Asia as the pilot in command of Rescue Combat Air Patrol.

★ **DOLNY**, William J., Lieutenant (jg), USNR, for heroism and achievement during a search and rescue flight over North Vietnam on 31 Oct 1965.

★ **DONNELLY**, Verne G., Lieutenant Commander, USN, for heroism and achievement as leader of the second attack element against the Lu Phang Army Barracks near the Hon Gay Naval Base in North Vietnam on 22 May 1966.

★ **ETTINGER**, Harry E., Jr., Commander, USN, for heroism and achievement on 28 Jul 1965 as strike leader and coordinator for a mission against North Vietnam.

Gold Star in lieu of Second Award

★ **ETTINGER**, Harry E., Jr., Commander, USN, for heroism and achievement on 20 Sep 1965 during the rescue of a downed U. S. Navy pilot near Vietnam.

★ **FAIR**, John W., Captain, USN, for heroism and achievement from 10 Nov 1944 to 1 Mar 1945 as a pilot and section leader for the Air Group and Fighter Squadrons Commanders. Captain (then Lieutenant) Fair conducted fighter sweeps; rescue combat air patrols; fighter escort; and other attacks against heavily defended enemy-held territory in the Philippines, French Indo-China, Iwo Jima, the Ryukyu Islands, Formosa and the home islands of Japan.

★ **FLICK**, John P., Lieutenant Commander, USN, for heroism and achievement on 5 May 1966 as a pilot during action against hostile forces in North Vietnam.

Gold Star in lieu of Second Award

★ **FLICK**, John P., Lieutenant Commander, USN, for heroism and achievement on 30 Jun 1966 while engaged as leader of the second division of the attack element of A4 aircraft in an important strike against the Bac Giang petroleum storage area twenty miles northeast of Hanoi.

★ **FROSIO**, Robert C., Commander, USN, posthumously, for heroism and achievement on 21 Aug 1966 as flight leader of an eight-plane flight of A4E aircraft against the Thanh Hoa Railway Station in North Vietnam.

Gold Star in lieu of Second Award

★ **FROSIO**, Robert C., Commander, USN, posthumously, for sustained heroism and achievement from 10 August to 12 Nov 1966 in leading daily strikes against heavily defended targets in North Vietnam.

★ **GREER**, William E., III, Lieutenant Commander, USN, for heroism and achievement on 3 Jun 1966 as flight leader during a successful attack against a suspected missile support and storage area located southwest of Haiphong.

★ **HARMON**, James O., Lieutenant Commander, USN, for heroism and achievement on 27 Jul 1966 as flight leader of a rescue combat air patrol.

★ **HENRY**, David A., Lieutenant (jg), USNR, posthumously, for heroism and achievement during combat operations against North Vietnam forces on 1 Jul 1966.

★ **HILL**, Arthur S., Jr., Lieutenant, USN, posthumously, for heroism and achievement during an attack on the Uang Bi thermal power plant at Haiphong, on 22 Dec 1965.

★ **HURLBURT**, Michael B., Lieutenant (jg), USNR, on 30 Jun 1966 as a pilot in the first division of A4 aircraft participating in an important strike against the Bac Giang petroleum storage area, northeast of Hanoi.

★ **JACKSON**, Virgil F., Jr., Lieutenant, USN, for heroism and achievement on 9 Apr 1966 as a pilot attacking the strategic Vinh Army Headquarters Military Complex, North Vietnam.

★ **KRUEGER**, Otto E., Commander, USN, for heroism and achievement as commanding officer, Attack Squadron 94, during an attack on the Uang Bi thermal power plant on 22 Dec 1965.

Gold Star in lieu of Second Award

★ **KRUEGER**, Otto E., Commander, USN, for heroism and achievement on 23 Dec 1965 during a coordinated air strike on the Hai Duong rail and highway bridge in North Vietnam.

Gold Star in lieu of Third Award

★ **KRUEGER**, Otto E., Commander, USN, for heroism and achievement while leading a 14-plane strike against the Ha Tau Army Barracks in North Vietnam on 11 May 1966.

★ **KREUTZMANN**, Kenneth P., Lieutenant, USN, for heroism and achievement as a pilot during an attack against a suspected hostile North Vietnamese missile site on 23 Aug 1965.

★ **LAWS**, Richard L., Lieutenant, USN, posthumously, for heroism and achievement as a member of the flak suppression element in a coordinated strike against the Bai Thuong petroleum storage area in North Vietnam.

★ **LEE**, Warner F. Lieutenant (jg), USNR, for heroism and achievement on 28 Sep 1965 during a mission against the Thanh Hoa Bridge in North Vietnam.

★ **LINQUIST**, Harry L., Lieutenant, USNR, for heroism and achievement on 12 Apr 1966 while participating in an attack on a highway bridge near Vinh, North Vietnam.

★ LYNNE, Jimmy S., Lieutenant (jg), USN, for heroism and achievement during a mission in support of combat operations in Southeast Asia on 20 Jun 1965.

★ MACINTYRE, Daniel G., Lieutenant Commander, USN, for heroism and achievement while conducting operations against North Vietnam forces from 21 to 23 Sep 1966.

★ MANSFIELD, Richard H., Lieutenant, USN, for heroism and achievement on 7 Jul 1966 during operations against hostile forces in North Vietnam.

★ MARR, Harold L., Commander, USN, for heroism and achievement on 1 May 1966 as a pilot during a strike on the Ben Thuy POL storage area in the target complex of Vinh, North Vietnam.

★ MC ADAMS, Lee T., Commander, USN, for heroism and achievement as leader of a flight of attack aircraft in the retaliatory strike against North Vietnamese targets on 5 Aug 1964.

★ MC INTIRE, Larry A., Lieutenant (jg), USNR, for heroism and achievement on 7 Jul 1966 as a wingman on an important attack on the Haiphong petroleum storage area.

★ MC MAHON, John P., Lieutenant, USN, for heroism and achievement on 10 Sep 1965 as flight leader of a rescue combat air patrol conducting a search for a downed pilot in North Vietnam.

★ MERCHANT, Paul G., Commander, USN, for heroism and achievement on 17 Oct 1965 as flight leader of a section of propeller-driven aircraft providing direction and close support for rescue helicopters en route to recover downed F4B pilots 60 miles inland.

Gold Star in lieu of Second Award

★ MERCHANT, Paul G., Commander, USN, for heroism and achievement on 7 Nov 1965 as flight leader of a section of propeller-driven aircraft assigned as helicopter escort in an effort to rescue downed Air Force men deep in enemy territory in North Vietnam.

★ MOHRHARDT, Robair F., Commander, USN, for achievement as pilot of a jet fighter in action against North Vietnamese PT boats on 2 Aug 1964.

★ MOORE, Thomas G., Lieutenant Commander, USN, for heroism and achievement on 27 Apr 1965 while leading a photographic reconnaissance flight whose mission was to record the reconstruction progress of the Thanh Hoa and Dong Phong Thuong bridges in North Vietnam.

★ MORIN, James B., Commander, USN, for heroism and achievement during operations on 10 Sep 1965 as leader of a special strike group in the vicinity of Vinh, North Vietnam.

Gold Star in lieu of Second Award

★ MORIN, James B., Commander, USN, for heroism and achievement on 5 Oct 1965 as alternate strike leader for Air Wing 15 in a coordinated two-carrier strike against the Kep highway bridge, North Vietnam.

★ MOSLENER, Carl F., Lieutenant (jg), USN, for heroism and achievement on 17 Oct 1965 while conducting the first successful strike against a mobile surface-to-air missile site in North Vietnam.

★ MULLANEY, Charles F., II, Lieutenant, USNR, for heroism and achievement on 6 Nov 1965 while providing relief for aircraft involved in the rescue of several downed Air Force personnel deep in enemy territory in North Vietnam.

Gold Star in lieu of Third Award

★ MUNCIE, Wendell B., Commander, USN, for heroism and achievement on 7 Feb 1965 as a pilot serving with attack squadron 212 during operations against hostile forces in North Vietnam.

★ POST, Harry J., Commander, USN, for heroism and achievement on 1 May 1966 as escort for a hazardous photographic mission which involved bomb damage assessment of the Uong Bi thermal power plant, the Haiphong bridge and the Me Xa bridge.

★ PROMERSBERGER, Edward S., Lieutenant Commander, USN, for heroism and achievement during a successful air strike against the important and heavily defended Ben Thuy military installation at Vinh, North Vietnam.

★ PRUDHOMME, John D., Lieutenant, USN, posthumously, for heroism and achievement on 22 Dec 1965 during an attack against a key North Vietnamese power installation.

★ RAYSIN, Paul E., Lieutenant Commander, USN, for heroism and achievement on 31 May 1966 while leading a daring attack against the Tra Lay military area in North Vietnam.

★ REYNOLDS, Marvin D., Lieutenant Commander, USN, for heroism and achievement on 2 Oct 1966 as pilot of a jet aircraft during a strike against a target at Phu Ly, North Vietnam.

★ SAINTSING, Everette T., Lieutenant, USNR, for heroism and achievement on 10 Nov 1965 as pilot of a rescue helicopter during a night rescue mission of a Navy pilot in enemy waters off North Vietnam.

★ SCHAEDEL, Joseph A., Lieutenant Commander, USN, for heroism and achievement on 11 May 1966 while leading a flight of six A4C aircraft to an assigned target near Haiphong.

★ SCHORZ, Ernest H., Commander, USN, for heroism and achievement on 29 Jul and 3 Aug 1965 while leading and coordinating two successful attacks on the Nam Dinh thermal power plant in North Vietnam.

★ SCHWOEFFERMANN, Robert E., Commander, USN, for heroism and achievement as a pilot during actions against hostile forces in North Vietnam on 11 Feb 1965.

Gold Star in lieu of Second Award

★ SELLS, Warren H., Commander, USN, for heroism and achievement during a retaliatory strike on North Vietnam on 11 Feb 1965.

★ SHATTUCK, George W., Lieutenant, USN, for heroism and achievement on 1 Jun 1965 as a strike pilot in an air-wing strike against the Dong Phong Thuong bridge in North Vietnam.

Gold Star in lieu of Third Award

★ SHUGART, Kenneth L., Jr., Commander, USN, for heroism and achievement in action against hostile forces in North Vietnam on 11 Feb 1965.

Gold Star in lieu of Fourth Award

★ SHUGART, Kenneth L., Jr., Commander, USN, for heroism and achievement as a pilot in action against hostile forces in North Vietnam on 4 Apr 1966.

Gold Star in lieu of Second Award

★ SIZEMORE, William G., Commander, USN, for heroism and achievement on 22 Dec 1965 as leader of the third division of A4C aircraft in a successful strike against the Uong Bi thermal power plant.

Gold Star in lieu of Third Award

★ SIZEMORE, William G., Commander, USN, for heroism and achievement on 23 Dec 1965 while attacking the highly strategic Hoi Duong bridge between Haiphong and Hanoi, North Vietnam.

Gold Star in lieu of Fourth Award

★ SIZEMORE, William G., Commander, USN, for heroism and achievement on 28 Apr 1966 as strike leader of an 18-aircraft attack on the Nam Dinh railyards, a supply and support facility and communications center in North Vietnam.

★ SMITH, William C., Lieutenant Commander, USN, for heroism and achievement on 31 Oct 1965 in a coordinated Navy-Air Force strike against enemy surface-to-air missile sites and a key highway bridge near Kep, North Vietnam.

Gold Star in lieu of Second Award

★ SMITH, William C., Lieutenant Commander, USN, for heroism and achievement on 23 Aug 1965 as pilot of a jet aircraft during a combat mission over hostile territory against a suspected surface-to-air missile site at Kep, North Vietnam.

Gold Star in lieu of Third Award

★ SMITH, William C., Lieutenant Commander, USN, for heroism and achievement on 13 Aug 1966 as flight leader of two divisions of jet aircraft conducting an armed reconnaissance mission near Hon Gay, North Vietnam.

★ SMITH, Jack S., Lieutenant, USNR, for heroism and achievement on 7 Nov 1965 as a pilot of an attack aircraft directing and escorting helicopters deep in enemy territory of North Vietnam.

★ SMYTH, Jerry S., Lieutenant, USNR, for heroism and achievement on 30 Jun 1966 while engaged as section leader in the second division of an A4 aircraft attack element in a strike against the Bac Giang petroleum storage area near Hanoi.

★ SPEAR, Sherley L., Lieutenant, USN, for heroism and achievement on 18 Aug 1965 during an armed reconnaissance flight over hostile North Vietnamese territory.

★ STARLING, Jay D., Lieutenant (jg), USNR, for heroism and achievement as pilot of a light jet attack aircraft during rescue operations for a downed pilot on 10 Sep 1965.

Gold Star in lieu of Second Award

★ STOCKDALE, James B., Commander, USN, for heroism and achievement in aerial flight.

★ **STENDER**, Charles F., Lieutenant (jg), USN, for heroism and achievement on 31 Oct 1965 during a combat mission over hostile territory.

Gold Star in lieu of Second Award

★ **STENDER**, Charles F., Lieutenant (jg), USN, for heroism and achievement during a combat mission against a suspected surface-to-air missile site at Kep, North Vietnam.

Gold Star in lieu of Third Award

★ **STENDER**, Charles F., Lieutenant (jg), USN, for heroism and achievement on 7 Nov 1965 as pilot of a jet aircraft during a mission over hostile territory near Ninh Binh, North Vietnam.

★ **STRONG**, Daniel L., Lieutenant Commander, USN, posthumously, for heroism and achievement as a pilot during a strike mission over hostile North Vietnam territory on 29 Sep 1966.

★ **THIELE**, Gary F., Lieutenant, USN, for heroism and achievement on 30 Jun 1966 during operations against hostile forces in North Vietnam.

★ **TIERNEY**, John M., Commander, USN, for heroism and achievement on 5 Jun 1965 leading a large air-wing strike group against the Ben Thuy port facility and wharf in North Vietnam.

Gold Star in lieu of Second Award

★ **TIERNEY**, John M., Commander, USN, for heroism and achievement in 11 major air strikes against heavily defended primary targets in North Vietnam from 26 May through 16 Dec 1965.

★ **TOLBERT**, Clarence O., Lieutenant, USN, for heroism and achievement on 7 Jul 1966 while flying as wingman during a coordinated attack against the POL facility at Haiphong.

★ **URBAN**, Henry, Jr., Commander, USN, for achievement on 5 Aug 1964 during the successful retaliatory air strike against the Vinh oil storage area in North Vietnam.

★ **VOGT**, Leonard F., Jr., Commander, USN, posthumously, for sustained heroism and achievement as pilot of an A6A aircraft from 1 July to 18 Sep 1965 in developing strike tactics for the A6A aircraft while operating in the combat environment of Southeast Asia.

★ **WANGEMAN**, Charles E., Jr., Lieutenant, USN, for achievement on 26 Mar 1965 as a member of an attack strike group against a radar installation on Bach Long Vi Island, North Vietnam.

★ **WEICHMAN**, Denis R., Lieutenant Commander, USN, for heroism and achievement on 1 Oct 1966 as a pilot during action over hostile North Vietnamese territory.

★ **WHITMAN**, Donald L., Commander, USN, for heroism and achievement while flying a fighter during a combat mission over hostile territory in North Vietnam on 7 Oct 1965.

★ **WILEEN**, Gordon C., Lieutenant, USNR, for heroism and achievement as a pilot assisting amphibian helicopters in the rescue of a downed pilot within the enemy island territories of North Vietnam on 1 Nov 1965.

★ **WILMER**, Robert R., Lieutenant Commander, USN, for heroism and achievement on 17 Nov 1965 as part of an air-strike group to obtain post strike photography of the Hai Duong bridge in North Vietnam.

★ **WILSON**, William B., Lieutenant, USN, for achievement as flight leader during the initial portion of a low level photo run to obtain post strike photography of an attack made on North Vietnamese PT boats on the Rao Nay River on 28 Apr 1965.

★ **WRIGHT**, Donald F., Lieutenant (jg), USNR, for heroism and achievement on 31 Jul 1966 as flight officer of a jet attack aircraft during combat operations against North Vietnamese forces.

★ **WRIGHT**, Timothy W., Lieutenant, USN, for heroism and achievement on 1 Jul 1966 while providing fighter cover for A4 and A6 aircraft which were diverted from their mission to strike North Vietnamese patrol torpedo boats speeding to attack four U. S. destroyers in the Gulf of Tonkin.

★ **ZINK**, Roy A., Lieutenant (jg), USN, for achievement on 19 Aug 1965 as a pilot while conducting a photographic reconnaissance mission in North Vietnam.

MARS MEN ARE COMING—Crew of *USS Mars* (AFS 1) go to their stations as the ship pulls alongside to replenish a Task Force 77 aircraft carrier.

BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operations . . ."

★ **BARKER**, Arthur, Jr., Captain, USN, for meritorious service from 21 Nov 1965 to 15 Apr 1966 as operations officer on the staff of Commander Carrier Division Three, deployed in USS Enterprise (CVAN 65) during the first participation of a nuclear-powered carrier in combat.

★ **BEEBY**, James L., Lieutenant Commander, Medical Corps, USN, for meritorius service from 10 Mar 1965 to 9 Mar 1966 as commander of a surgical team assigned in the Republic of Vietnam.

★ **BENACCI**, John L., Radioman First Class, USN, for heroism on 24 Jan 1965 while serving as senior advisor to Junk Division 22, Navy of the Republic of Vietnam. The Combat Distinguishing Device is authorized.

★ **BERGIN**, Daniel E., Captain, USN, for meritorious service from April to July 1965 while serving as Commander Destroyer Squadron Three and Commander Task Group 77.8 in connection with operations against the enemy in Southeast Asia.

★ **BIRDWELL**, Carl, Jr., Commander, USN, for meritorious service from 17 Dec 1965 to 8 Jul 1966 in connection with operations involving conflict with an opposing foreign force while serving as commanding officer of Attack Squadron 216 embarked in USS Hancock (CVA 19).

★ **BLAIR**, Thomas B., Hospitalman, USN, for heroic achievement on 9 Dec 1965 while serving as a corpsman with a Marine unit in operations against Viet Cong forces. The Combat Distinguishing Device is authorized.

★ **BLEAKLY**, Edward W., Lieutenant, USN, for meritorious service from 14 April to 9 Aug 1965 while serving as senior advisor to Vietnamese Navy Coastal Group 23, engaged in armed conflict against insurgent communist forces in Vietnam. The Combat Distinguishing Device is authorized.

★ **BODKIN**, Thomas R., Hospital Corpsman Second Class, USN, for heroic achievement while serving as a corpsman with a Marine unit near Chu Lai in the Republic of Vietnam. The Combat Distinguishing Device is authorized.

★ **BOEHME**, Lynwood W., Hospitalman, USN, for heroic achievement while serving as a corpsman with a Marine unit in operations against insurgent communist forces in Vietnam on 25 Oct 1965. The Combat Distinguishing Device is authorized.

★ **BOOS**, David C., Hospital Corpsman Third Class, USN, for heroic achievement while serving as a corpsman with a Marine unit on 2 Apr 1966 in operations against Viet Cong forces in the Republic of Vietnam. The Combat Distinguishing Device is authorized.

★ **BOWEN**, Alva M., Jr., Commander, USN, for meritorious service from 12 June to 29 Oct 1965 during military operations involving conflict with an opposing foreign force while commanding officer of USS Preble (DLG 15). The Combat Distinguishing Device is authorized.

★ BRATCHER, Ralph, Hospital Corpsman Third Class, USN, for heroic achievement on 23 Oct 1965 while serving with a reconnaissance battalion in the Republic of Vietnam. The Combat Distinguishing Device is authorized.

★ BRIDGES, Robert J., Jr., Hospital Corpsman Third Class, USN, for heroic achievement on 7 Jan 1966 as medical advisor to friendly foreign forces engaged in armed conflict against communist insurgents in Vietnam. The combat Distinguishing Device is authorized.

★ BUTLER, Jackie W., Hospitalman, USN, for heroic achievement on 27 Dec 1965 while serving as a corpsman with a Marine unit in connection with operations against insurgent communist forces in the Republic of Vietnam. The Combat Distinguishing Device is authorized.

★ BUTZ, John T., Lieutenant Commander, USN, for meritorious service as Intelligence Officer and Assistant Intelligence Officer to Commander U. S. Naval Forces, Vietnam; Commander River Patrol Force; Chief Naval Advisory Group; Commander Coastal Surveillance Force, from 12 May 1965 to 7 May 1966.

★ COLE, George Kermit, Hospitalman, USN, for heroic achievement while serving with a Marine unit in operations against Viet Cong forces in the Republic of Vietnam on 18 Apr 1966. The Combat Distinguishing Device is authorized.

★ COLLINS, Jerry M., Hospital Corpsman Third Class, USN, for heroic achievement while serving with a Marine unit on 21 Mar 1966 in operations against Viet Cong forces in the Republic of Vietnam. The Combat Distinguishing Device is authorized.

★ COMPARDO, John, Jr., Hospitalman, USN, for heroic achievement on 9 Dec 1965 while serving as a hospital corpsman with a Marine unit in operations against Viet Cong forces. The Combat Distinguishing Device is authorized.

★ CURRIE, Robert J., Chief Gunner's Mate, USN, for meritorious service from 5 Oct 1964 to 3 Oct 1965 while serving with friendly foreign forces in armed conflict against Viet Cong forces. The Combat Distinguishing Device is authorized.

★ DARNELL, Leon, Hospitalman, USN, for heroic achievement on 5 Mar 1966 while serving as a corpsman with a Marine unit in operations against Viet Cong forces. The Combat Distinguishing Device is authorized.

★ DAY, Lynn B., Hospital Corpsman Third Class, USN, for heroic achievement on 28 Apr 1966 while serving as a corpsman with a reconnaissance battalion in operations against Viet Cong forces. The Combat Distinguishing Device is authorized.

★ DELANOY, Billie L., Lieutenant, USN, for meritorious service in connection with the salvage of Baton Rouge Victory during the period 23 to 31 Aug 1966.

★ DOAN, Robert T., Lieutenant, USN, for meritorious service from 8 Oct 1964 to 10 May 1965 as advisor to River Assault Group 24 in the Republic of Vietnam. The Combat Distinguishing Device is authorized.

★ DOUDS, James E., Hospitalman, USN, for heroic achievement on 28 May 1965 while serving as a corpsman with a Marine unit in operations against Viet Cong. The Combat Distinguishing Device is authorized.

★ DRIESEN, Jeffrey M., Lieutenant, USNR, for meritorious service from 12 April to 10 Oct 1965 as an advisor to the Vietnamese Navy Sea Force while engaged in armed conflict against communist insurgents in Vietnam. The Combat Distinguishing Device is authorized.

★ ENGLAND, James W., Engineman First Class, USN, for meritorious service from 11 May 1965 to 14 Mar 1966 as an engineering advisor to the Vietnamese Navy Coastal Group 43. The Combat Distinguishing Device is authorized.

★ ENZMAN, James M., Hospital Corpsman Third Class, USN, for heroic achievement on 4 Jul 1966 as a corpsman with a Marine unit in operations against Viet Cong. The Combat Distinguishing Device is authorized.

★ ERIKSON, Warren W., Commander, USN, for meritorious service in connection with operations against insurgent communist forces while serving as a naval advisor in Vietnam from 17 Jul 1964 to 14 Jul 1965. The Combat Distinguishing Device is authorized.

★ FENNO, Eric N., Commander, USN, for meritorious service from 29 Jul 1964 to 15 Nov 1965 as Plans Officer, Naval Advisory Group, Military Assistance Command, Vietnam.

★ FRASER, Dale M., Hospitalman, USN, for heroic achievement on 6 Mar 1966 while serving with a Marine unit in operations against Viet Cong forces. The Combat Distinguishing Device is authorized.

★ FRAZIER, Raymond T., Chief Boatswain's Mate, USN, for meritorious service from 1 Apr to 22 Aug 1966 while serving with River Squadron Five in the Republic of Vietnam. The Combat Distinguishing Device is authorized.

★ GAMACHE, Paul G., Jr., Hospital Corpsman Second Class, USN, for heroic achievement on 9 Dec 1965 while serving as a corpsman with a Marine unit in operations against Viet Cong forces. The Combat Distinguishing Device is authorized.

★ GLYNN, John J., Lieutenant, Chaplain Corps, USN, for meritorious service from 12 June to 29 Nov 1965 while serving with a Marine unit in operations against Viet Cong forces near Chu Lai. The Combat Distinguishing Device is authorized.

★ GONLIN, Albert J., Hospital Corpsman Third Class, USN, for heroic achievement on 22 Sep 1965 while serving as a corpsman with a Marine unit in operations against Viet Cong forces. The Combat Distinguishing Device is authorized.

★ GOODFELLOW, Alexander S., Jr., Rear Admiral, USN, for meritorious service from July through Nov 1965 as Commanding Officer, USS Galveston (CLG 3) rendering gunfire support in the Republic of Vietnam. The Combat Distinguishing Device is authorized.

★ GOODRICH, John R., Lieutenant Commander, USN, for meritorious service from 20 February to 26 Nov 1965 as Senior Naval Advisor to the Vietnamese Third Naval Zone, and Assistant Third Riverine Zone Advisor. The Combat Distinguishing Device is authorized.

★ GRABER, Harold F., Lieutenant, USNR, for heroic achievement on 5 Oct 1965 while serving with friendly foreign forces engaged in armed conflict against the communist insurgents in Vietnam. The Combat Distinguishing Device is authorized.

★ GUERRERO, Joseph M., Chief Gunner's Mate, USN, for heroic achievement on 8 Jul 1965 in connection with operations involving conflict with an opposing foreign force while serving as Naval Advisor to Vietnamese Navy Coastal Group 25. The Combat Distinguishing Device is authorized.

★ HALL, Jack D., Hospitalman, USN, for heroic achievement on 24 Oct 1965 while serving as a corpsman with a Marine unit in operations against Viet Cong forces. The Combat Distinguishing Device is authorized.

★ HANSEN, Ray A., Builder Third Class, USN, for heroic achievement on 28 Oct 1965 in connection with action under enemy fire while serving with U.S. Naval Mobile Construction Battalion Nine at Da Nang, Republic of Vietnam. The Combat Distinguishing Device is authorized.

★ HARRIS, Thomas A., Jr., Hospitalman, USN, for heroic achievement while serving as a corpsman with a Marine unit during a combat patrol in the Republic of Vietnam on 3 Dec 1965. The Combat Distinguishing Device is authorized.

★ HAWKINS, Sam H., Lieutenant, USN, for heroic and meritorious achievement in connection with operations within the Dominican Republic while attached to and serving with Joint Task Force 122 on 29 Apr 1965. The Combat Distinguishing Device is authorized.

★ HINOJOS, Paul R., Hospitalman, USN, for heroic achievement on 16 Oct 1965 while serving as a corpsman with a reconnaissance battalion at Chu Lai. The Combat Distinguishing Device is authorized.

★ HOFFMAN, Jerry A., Hospitalman, USN, for heroic achievement on 24 Feb 1966 while serving as a corpsman with a Marine unit in operations against Viet Cong forces. The Combat Distinguishing Device is authorized.

★ HOLDER, Paul D., Aviation Ordnanceman Third Class, USN, for heroic and meritorious achievement on 16 Oct 1966 and on 18 Oct 1966 while serving with Attack Squadron 144.

★ HUDSON, William H., Jr., Commander, USN, for meritorious service from 2 Jul 1965 to 15 Jan 1966 as assistant operations and plans officer for Commander Carrier Division Nine during air operations in Southeast Asia.

★ JACKSON, John L., Hospital Corpsman Third Class, USN, for heroic achievement on 10 Dec 1965 while serving as corpsman with a Marine unit in operations against Viet Cong forces. The Combat Distinguishing Device is authorized.

★ JENKS, Arlen S., Builder Constructionman, USN, for heroic achievement on 27 and 28 Oct 1965 during an intense attack on the battalion camp of Naval Mobile Construction Battalion Nine near Da Nang, Republic of Vietnam. The Combat Distinguishing Device is authorized.

★ JOHNSON, Walter C., Hospital Corpsman Second Class, USN, for heroic achievement on 9 Dec 1965 while serving with a Marine unit in the Quang Tin Province of the Republic of Vietnam in operations against Viet Cong forces. The Combat Distinguishing Device is authorized.

★ KEENER, Bruce, III, Commander, USN, for meritorious service while serving as commanding officer of USS Joseph Strauss (DDG 16) from 25 April to 15 May 1965 and from 8 June to 5 Jul 1965 while the ship was assigned to picket station in the Tonkin Gulf.

★ KIDD, James L., Photographic Intelligenceman, First Class, USN, for meritorious service as a combat intelligence photographer from 28 June to 17 Dec 1965. The Combat Distinguishing Device is authorized.

★ KING, Jerome H., Jr., Captain, USN, for meritorious service as Commander Destroyer Squadron One and Commander Task Group 77.8 in operations against the enemy from 30 August to 30 Sep 1965.

★ KRUEGER, Otto E., Commander, USN, for meritorious service from Dec 1965 to Jun 1966 as commanding officer of Attack Squadron 94, embarked in USS Enterprise (CVAN 65).

★ KNOTT, Harold A., Lieutenant, USN, for meritorious service from 12 April to 6 Oct 1965 as an advisor to the Vietnamese Navy Sea Force engaged in armed conflict against communist insurgents in Vietnam.

★ LECKLITER, Dan W., Hospital Corpsman Third Class, USN, for heroic achievement while serving as a corpsman with a Marine unit on 24 Jun 1966 in operations against communist forces in the Republic of Vietnam. The Combat Distinguishing Device is authorized.

★ LEWIS, Richard L., Jr., Hospital Corpsman Second Class, USN, for heroic service while serving as senior corpsman with a Marine unit on 25 Dec 1965 in the Republic of Vietnam. The Combat Distinguishing Device is authorized.

Gold Star in lieu of Second Award

★ LEWIS, Richard L., Jr., Hospital Corpsman Second Class, USN, for heroic achievement on 21 Apr 1966 while serving as senior corpsman with a Marine unit in the Republic of Vietnam. The Combat Distinguishing Device is authorized.

★ MAC LEOD, Kenneth L., III, Lieutenant, USN, for meritorious service from 1 Sep to 4 Nov 1965 as commander of two river patrol boats attached to Rung Sat special zone, Vietnam. The Combat Distinguishing Device is authorized.

★ MARR, Harold L., Commander, USN, for meritorious service from 17 Dec 1965 to 8 Jul 1966 as commanding officer of Fighter Squadron 211 embarked in USS Hancock (CVA 19).

★ MARTIN, Douglas E., Hospitalman, USN, for heroic achievement on 4 Dec 1965 while serving with a Marine unit in operations against communist forces in Vietnam. The Combat Distinguishing Device is authorized.

USS Cleveland (LPD 7)

★ MC CURDY, Donald E., Hospital Corpsman Second Class, USN, for heroic achievement on 10 Dec 1965 as a corpsman with an engineer battalion in operations against the Viet Cong in the Republic of Vietnam. The Combat Distinguishing Device is authorized.

★ MC CLENDON, William R., Captain, USN, for meritorious service as Chief of Staff for Commander Carrier Division One from 24 February to 9 Jul 1966 in the combat environment existing in Southeast Asia.

★ MILLER, Henry L., Rear Admiral, USN, for meritorious service from 21 Oct 1965 through 16 Feb 1966 as Commander Attack Carrier Striking Group 77.7 of the Seventh Fleet.

★ MORIN, James B., Commander, USN, for meritorious service in connection with operations against the enemy in Southeast Asia as Commanding Officer, Attack Squadron 155, embarked in USS Coral Sea (CVA 43) from 22 Jun 1965 to 1 Jul 1966. The Combat Distinguishing Device is authorized.

★ NALLY, Robert G., Hospitalman, USN, posthumously, for heroic achievement while serving as a corpsman with a Marine unit during a battalion search and destroy mission against the communist guerrilla forces near Quang Tri Province on 26 Oct 1966. The Combat Distinguishing Device is authorized.

★ NEWGARD, Douglas L., Commander, USN, for meritorious service from 9 Sep 1965 to 25 Aug 1966 as the first operations officer, U. S. Naval Support Activity, Da Nang, Republic of Vietnam.

Gold Star in lieu of Second Award

★ NEWGARD, Douglas L., Commander, USN, for meritorious achievement in action on 14 and 19 Nov 1966 as commanding officer of USS Hamner (DD 718) operating in hostile waters off North Vietnam. The Combat Distinguishing Device is authorized.

★ PEAKE, Dale F., Hospitalman, USN, for heroic achievement on 12 Jul 1965 while serving with a reconnaissance battalion in the Republic of Vietnam. The Combat Distinguishing Device is authorized.

★ POST, Harry J., Commander, USN, for meritorious service from 17 Dec 1965 to 8 Jul 1966 while serving as commanding officer of Fighter Squadron 24, embarked in USS Hancock (CVA 19).

★ SCEARSE, Roger D., Hospitalman, USN, for heroic achievement on 30 Jan 1966 while serving as a corpsman with a Marine unit which was ambushed by a large Viet Cong force. The Combat Distinguishing Device is authorized.

★ SHUGART, Kenneth L., Jr., Commander, USN, for meritorious service as commanding officer of Attack Squadron 212, embarked in USS Hancock (CVA 19), from 1 Jun 1965 to 1 Jun 1966.

★ SIZEMORE, William G., Commander, USN, for meritorious service from December 1965 to June 1966 while commanding Attack Squadron 93, embarked in USS Enterprise (CVAN 65) during operations with the U. S. Seventh Fleet in Southeast Asia.

★ SMITH, Meredith A., Commander, USN, for meritorious achievement as commanding officer of USS Ernest G. Small (DDR 838) during 24 April to 13 May and 8 June to 5 Jul 1965 when the ship was assigned to picket station in the Tonkin Gulf.

★ VINCENT, James M., Lieutenant, USN, for meritorious service as advisor to the Vietnamese Navy's Coastal Force while participating in patrols and operations against the Viet Cong from 24 Feb 1964 to 23 Feb 1965. The Combat Distinguishing Device is authorized

★ WHISLER, George H., Jr., Captain, USN, for meritorious service from September 1963 to September 1965 as Commander Seventh Fleet liaison officer to Commander U. S. Military Assistance Command, Vietnam, and Commanding General, Second Air Division, U. S. Air Force, Saigon.

★ WILSON, James D., Construction Mechanic First Class, USN, for heroic achievement while serving with U. S. Navy Seabee Team 1104 at Dong Xoai on 10 Jun 1965. The Combat Distinguishing Device is authorized.

TAFFRAIL TALK

HOT WEATHER finally getting you down?

How about a nice refreshing dip after a hard day's work? It's yours if you are lucky enough to be assigned to USS *Duluth* (LPD 6).

The decor may not be quite as plush as that afforded by the more luxuriant luxury hotels but no one can complain about inadequate facilities.

The swimming pool—170 feet by 50 feet by 10 feet deep—is created when *Duluth* floods down her well deck and closes her stern gate. The LSUs and LCMs are first removed.

Swim call is then passed and all hands not on watch find relief from the 100-degree temperature that prevails in Vietnam. The ocean water off the coast is unusually clear and is usually at about 85 degrees.

The swimming pool, it might be mentioned, is larger than those to be found in any of the luxury liners.

★ ★ ★

No doubt about it. The Navy is, to coin a phrase, far-flung. While Navymen aboard *Duluth* and her sister ships were sweating it out in Vietnam, others were slipping on an extra set of woolen underwear and preparing to sweat it out in an entirely different fashion.

As winter began last May at Plateau Station, Antarctica, all hands faced a brisk, refreshing minus 108.2 degrees Fahrenheit.

Last year's recorded low temperature was a minus 126 degrees F.

★ ★ ★

Back to Vietnam.

During USS *Constellation's* (CVA 64) recent Far East tour, space, not weather, was the big problem for Willie.

Willie the Mole has a job that is not to be found in any NEC.

He spends a good part of his working day crawling inside jet engine intakes looking for possible loose parts or objects that could be sucked into the aircraft's engines.

His real name is Robert A. Williams, Jr. He's a second class petty officer, and a career man, and he's worth his weight in gold —after a manner of speaking.

It takes about six minutes to check out one of the F4B *Phantom II* jets flown by Fighter Squadron 161. Willie makes his inspection of the intake ducts immediately before and after each flight of each aircraft.

Willie's pay is about $370 per month. A *Phantom* costs something in the neighborhood of four million dollars.

Willie neglected to tell us how many, if any, foreign objects he's found to date, but he doesn't need to find many to pay for his keep.

★ ★ ★

Seabee Harvey Visnaw, of Lakewood, Calif., has one of the more unusual hobbies that we've heard about.

As an avocation, he collects uniforms and their accessories. His collection now consists of more than 185 uniforms of U. S. servicemen, dating from 1914 to the present. Most of his collection comes from donations and swaps.

How he manages to take care of that many uniforms is a problem that would puzzle a lot of Navymen with single seabags.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keynotes of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Pe
sonnel Career Publicatio
solicits interesting story material and phot
graphs from individuals, ships, stations, squa
rons and other sources. All material receiv
is carefully considered for publication.

Here are a few suggestions for prepari
and submitting material:

There's a good story in every job that's b
ing performed, whether it's on a nuclear ca
rier, a tugboat, in the submarine service or
the Seabees. The man on the scene is be
qualified to tell what's going on in his outf
Stories about routine day-to-day jobs a
probably most interesting to the rest of t
Fleet. This is the only way everyone can g
a look at all the different parts of the Nav

Research helps make a good story bette
By talking with people who are closely relat
to the subject material a writer is able to c
lect many additional details which add intere
and understanding to a story.

Articles about new types of unclassifi
equipment, research projects, all types of Na
assignments and duties, academic and h
torical subjects, personnel on liberty or duri
leisure hours, and humorous and interesti
feature subjects are all of interest.

Photographs are very important, and shou
accompany the articles if possible. Howeve
a good story should never be held back f
lack of photographs. ALL HANDS prefers clea
well-identified, 8-by-10 glossy prints, but
not restricted to use of this type. All perso
in the photographs should be dressed smart
and correctly when in uniform, and be iden
fied by full name and rate or rank wh
possible. Location and general descriptive i
formation and the name of the photograph
should also be given. Photographers shou
strive for originality, and take action pictur
rather than group shots.

ALL HANDS does not use poems (exce
New Year's day logs), songs, stories
change of command, or editorial type articl
The writer's name and rate or rank shou
be included on an article. Material timed f
a certain date or event should be receiv
preferably eight weeks before the first day
the month preceding the month of intend
publication.

Address material to Editor, ALL HANDS, Pe
G15, Navy Department, Washington, D.
20370.

• **AT RIGHT: SURFACING**—An Atlantic Fleet submariner climbs out of the hatch of his sub while in port at the su
marine base in New London, Conn. (Unfort
nately, neither the undersea sailor nor th
photographer was identified.)

Will Rogers
LAFAYETTE
George WASHINGTON
PERMIT
TINOSA
SKIPJACK
Snook
SKATE
Tullibee
Ray
TRITON
SEAWOLF
Nautilus
Harder
FLASHER
WAHOO
ALBACORE
Barb
Perch
Cuttlefish
NARWHAL
Argonaut
Bonita
S-33
R-15
O-9
PLUNGER
H.L. Hunley
HOLLAND

A Great Tradition

SERVICE UNDERSEAS

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

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OCTOBER 1967

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The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number of copies is not received regularly.

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ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

OCTOBER 1967 Nav-Pers-O NUMBER 609

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REAR ADMIRAL BERNARD M. STREAN, USN
The Deputy Chief of Naval Personnel
CAPTAIN JAMES G. ANDREWS, USN
Assistant Chief for Morale Services

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Gerald Wolff, **Reserve**

- FRONT COVER: BIRDMAN—A covey of F-8 *Crusaders* lines the flight deck of *USS Bon Homme Richard* (CVA 31) as a crewman fuels one of the aircraft before an airstrike when the carrier was on station in the South China Sea.—Photo by Robert D. Moeser, JOC, USN.

- AT LEFT: THROUGH THE SURF—Navy Boatswain's Mate Third Class Richard A. Williams, a member of UDT wades through the surf while making beach reconnaissance of enemy area in Vietnam.—Photo by J. Means, PH1, USN.

- CREDIT: All photographs published in ALL HANDS Magazine are official Department of Defense photos unless designated.

DELIVERY TO VIETNAM— The MSTS ship *USNS Core* takes a load of aircraft up the Saigon River to nearby air base

Our Number One

SINCE ITS INCEPTION a short time before the Korean conflict, the Navy's Military Sea Transportation Service (MSTS) has supported United States armed forces in many a crisis and performed unusual tasks almost too numerous to mention.

Its ships are, in fact, such a familiar sight on the armed forces scene that it is difficult to imagine military operations without them. MSTS has, nevertheless, been in operation only 18 years.

The evolution of the Military Sea Transportation Service began during the Mexican War (1846-1848) when the idea of combining Army and Navy sea transportation under a single command was discussed but not adopted.

The goal of a single sea transport, however, came a little closer after World Wars I and II demonstrated the difficulties inherent in each service having its own transportation facilities.

Shortly after World War II, the evolutionary wheels began turning again and the highly successful MSTS organization was established.

The Military Sea Transportation Service was activated on 1 Oct 1949 as the result of a study made for the Joint Chiefs of Staff in 1946. It was to operate within the framework of the Navy and have a status comparable to that of a Fleet operating directly under the Chief of Naval Operations. Each of the services concerned was to pay for its respective sea transportation requirements on the basis of the shipping ordered and rendered.

TO PUT IT BRIEFLY, the Military Sea Transportation Service exists for the following reasons:

- To provide a sealift capability in support of contingency or general war plans or other emergencies.
- To plan for and be capable of expansion in time of emergency or war as necessary.
- To provide ocean transportation and related services for personnel and cargoes of the military services and other agencies of or designated by the Department of Defense.
- Meet all requirements of the Department of Defense (except those met by Fleet ships) for ships and craft for purposes other than transportation. (This includes ocean sciences, missile-tracking and space research.)

Although MSTS is run by the Navy, three features of its operation distinguish it from any other operational Navy force.

The first, of course, is that MSTS provides ocean transportation for all DOD agencies—not just the Navy. In this respect, MSTS can be considered the seagoing counterpart of the Military Air Command (MAC) which is run by the Air Force.

It also is a link in the transportation chain which in addition to MAC, includes the Military Traffic Management and Terminal Service (MTMTS), a joint service agency liberally staffed by Navymen as well as those from other armed services.

The Military Traffic Management and Terminal Service provides transportation for the armed forces within the United States and also manages military terminals.

MSTS OPERATIONS are both military and industrial. Both marine civil service and military personnel operate the ships . . . sometimes both are aboard the same vessel. Although it is a Navy operation, MSTS cooperates closely with the Maritime Administration.

MSTS also relies heavily on the commercial shipping industry to

Mover

augment its lifting capacity, thus helping to maintain a healthy merchant marine ready for emergencies.

When MSTS was less than a year old, the Korean conflict began.

When the first North Korean crossed the 38th parallel, the MSTS active fleet consisted only of those ships necessary to fulfill normal requirements. All other vessels were laid up in reserve.

Faced with a staggering requirement for sea transportation MSTS, in collaboration with the National Shipping Authority and the commercial shipping industry, took drastic steps to put vessels on the line for operation.

The results were impressive. Troopships and cargo vessels were broken out of the National Defense Reserve Fleet and the Navy Reserve Fleet by the hundreds. The effectiveness of the effort can be seen in the final statistics.

These show that MSTS sealifted more than 54 million tons of cargo, nearly five million troops and passengers and over 22 million long tons of petroleum products to the Far East. This represented more than 85 per cent of the fighting forces and equipment used.

During this time, MSTS also met its other normal day-to-day sea transportation requirements in all other parts of the world

In addition to its Korean activities, the Military Sea Transportation Service has also written its initials in broad letters on the Arctic ice.

For example, during "Operation Blue Jay," which reached its peak during the 1955-57 operations, millions of cargo tons were transported to the far north to supply the construction of the Distant Early Warning (DEW) radar system which was built to guard the entire Arctic fringe of North America.

Perhaps such an outstanding accomplishment would not have been possible, had not MSTS had eight previous years of experience in polar logistics. MSTS began Arctic operations in 1950 with the "Seaborne Supply of the North East Command" (SUNEC) in the Labrador-Greenland area.

In 1951, more Arctic experience was gained when a group of MSTS-controlled ships transported men and material to build the Air Force Base at Thule, Greenland, and the defense sites at Baffin Island and Labrador.

From the time it began its operations, MSTS ships have been seen where the action is from Cuba to Suez and then some. Its major occupation now, of course, is supporting operations in the Vietnam theater.

Until very recently, MSTS activities in the Southeast Asian theater have increased since trouble began there. One of the earliest MSTS jobs in Vietnam occurred on the

USNS GEN NELSON M WALKER

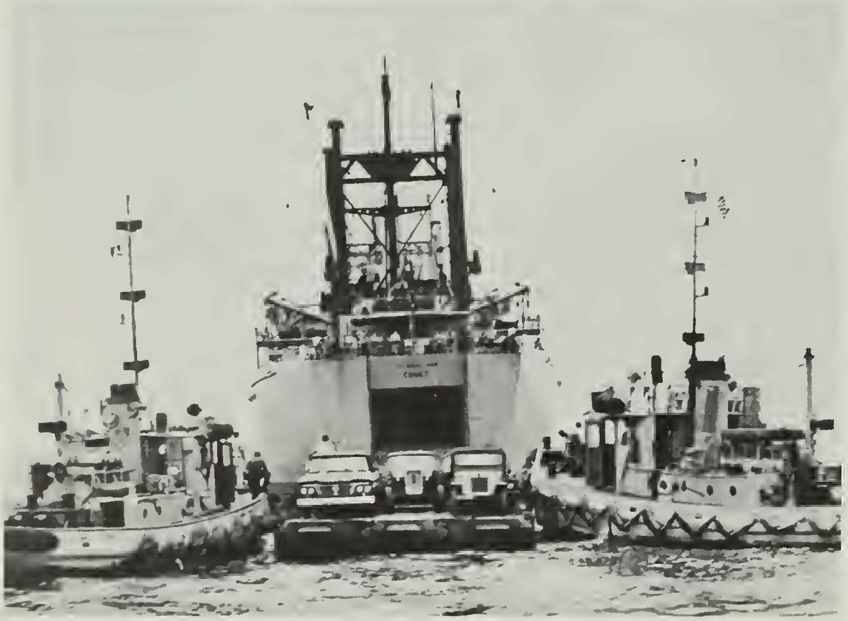
ARMY TROOP MOVE—Army troops board *USNS Walker* for transportation overseas. *Below:* Semi-trailer is loaded on Army vessel from *USNS Comet.*

heels of the Korean conflict when 223,000 Vietnamese chose to avoid life under communism and leave their homeland by a sealift exodus.

Since that time, of course, events in Vietnam have become considerably hotter and, MSTS activity, rather like a thermometer, registered the change in temperature until a saturation point was reached early this year.

Unit moves amounting to more than a quarter of a million troops have been transported to Vietnam in MSTS ships and about six million gallons of bulk petroleum products were shipped last March alone.

In 1965, only 18 MSTS ships called regularly at Vietnam. Now, there are about 400.



These statistics are hardly surprising because about 97 per cent of material arriving in Vietnam each day is transported by sea.

To be more graphic: If all the cargo MSTS lands in Vietnam each day were piled on a football field, the field would be buried under 30 feet of war material.

The supplies a unit uses in Vietnam must arrive no earlier than five days before the unit for which they are intended nor later than two days after. It is, therefore, necessary for MSTS ships to adhere to extremely tight schedules.

To be ready to receive troops and cargo according to plan is no easy matter for, as an MSTS quipster put it, "If Saigon were any farther from New York, the crew would be on the way home before they arrived."

IN THE YEARS since its organization, the Military Sea Transportation Service has been called upon to carry some extraordinary items. To mention a few, there were:

- Exotic cargoes—1500 live mosquito fish to combat a mosquito problem in Guam.
- Inspiring cargoes—A 20-ton Freedom Bell to Germany.
- Potable cargoes—About 500,000 gallons of fresh water to relieve a drought in the Virgin islands.
- Valuable cargoes—Six and a half million dollars from New Orleans, La., to San Juan, Puerto Rico.

NO DISCUSSION of the Military Sea Transportation Service would be complete without mentioning its special project ships which support the United States Space Programs as well as its oceanographic research.

The MSTS special projects ships began operation in 1958 when USNS *Josiah Willard Gibbs* (T-AGOR 1), an oceanographic research vessel, was activated under the sponsorship of the Office of Naval Research.

At about the same time, other ships were modified to support the Pacific Missile Range and oceanographic survey ships were brought into service before mid-1959.

Special projects are, in fact, among the fastest growing elements of the Military Sea Transportation Service.

All special projects ships could be considered unusual in function and sometimes in appearance. The after deck of USNS *Kingsport* (T-AG 164) for example, at one time carried a huge bubble which protected her radar equipment.

Although MSTS covers a wide spectrum of activities, it may be best remembered by Navymen and, particularly their dependents, as the means by which they traveled to an overseas station. However, dependent transportation in MSTS transports was discontinued over a year ago. A limited number have been carried by commercial passenger ships in space procured by MSTS.

On 1 October, MSTS celebrated its 18th anniversary. Throughout the years of its operation, the Navy's sea transport service has performed its duties in an exceedingly creditable and praiseworthy manner.

Despite its efficiency, however, and the impressive tasks it performs in the transportation field, its motto modestly remains "Service to the Services." And that's exactly what it gives.

—**Robert Neil**

HERE'S MTMTS—

Managin

FROM A transportation viewpoint, Navymen who live, travel and fight in ships of the United States Fleet are entirely self-sufficient. Men of the other armed services, on the other hand, frequently must depend upon three Department of Defense agencies to move themselves and their equipment.

The DOD organizations which share the responsibility for military transportation are:

- The Military Traffic Management and Terminal Service (MTMTS) which is a joint enterprise liberally staffed with Navymen. MTMTS manages terminals and also moves both men and equipment within the United States.
- The Military Sea Transportation Service (MSTS) is an all-Navy organization which, as its name implies, is the armed forces instrument for sea transport.
- The Military Airlift Command (MAC), which had a Navy connection in its earlier days, is now completely staffed by the Air Force. MAC's job, of course, is to manage air travel and transport.

None of these three agencies

Traffic from Coast to Coast

caters exclusively to the transportation needs of any one service. Their integrated nature is the product of experiments in unit moves which began, on a major scale, during World War I.

IT WAS IN this era that the United States armed services first really experienced the confusion which could result when each managed its own transport. Each service sent such quantities of men and equipment toward the Atlantic ports that a monumental rail traffic jam developed.

Movements during World War II were a somewhat different matter. Millions of men were transported to battlefronts around the world and tons of supplies flowed from the United States to support American fighting men and their allies in a conflict aptly called a global war. The nation and all its power were completely mobilized.

Considering the suddenness with which the war was thrust upon us and the size of the operations, the transportation methods used a quarter of a century ago worked well. The emphasis, however, was on quantity.

The smaller conflicts which have occurred since World War II have required neither the manpower nor the equipment necessary for global war. Nevertheless, the absence of full mobilization and new concepts of warfare which emphasize mobility combine to require more finesse in transportation than has ever before been necessary.

The military situation in Vietnam, for example, has not required the full mobilization of the nation's manpower and resources. Consequently, MSTS ships, departing the United States in a steady stream, maintain a regular schedule, making tight planning necessary to enable troops and supplies to arrive at their destination on their target date.

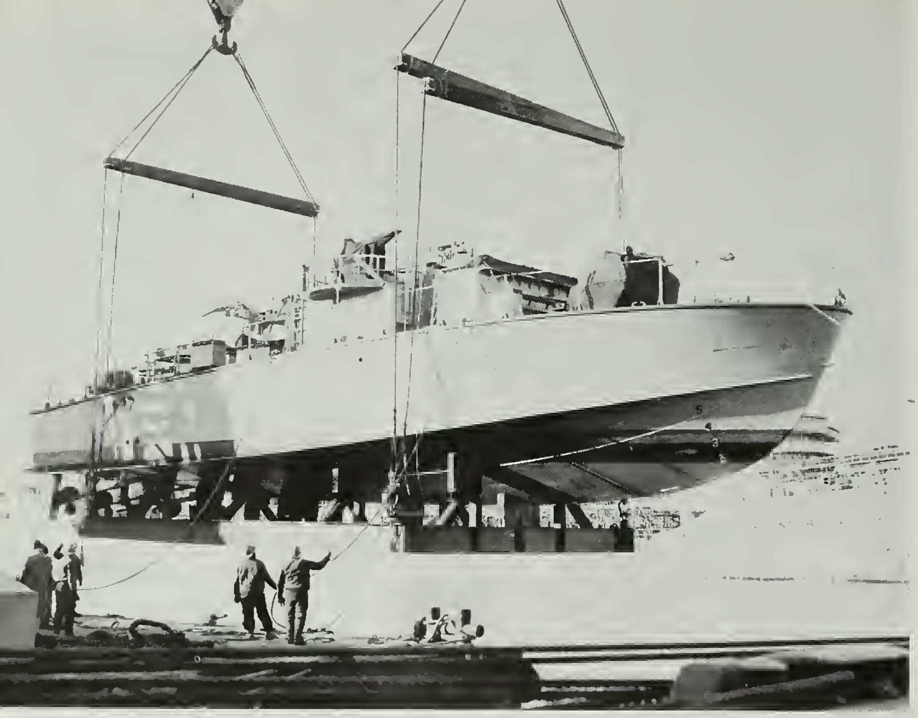
To avoid storage problems, supplies must arrive in Vietnam no more than five days before the unit to which they are consigned, and not later than two days after that unit's arrival in the area.

THE TECHNOLOGY explosion since World War II and the need for mobility have created additional logistic problems.

Helicopters are one example. They are almost as ubiquitous in the Vietnamese conflict as rifles, but helicopters, of course, are bigger than rifles and require considerably more spare parts. When the size (and subsequent weight) of the choppers and their spare parts are combined, they equal a problem.

The magnitude of the problem can best be seen in the departure of the First Infantry Division from Fort Riley, Kans. and the First Cavalry Division from Fort Ben-

RETURN TO CONUS—Air Force cargo is loaded *(above)* for return to the U.S. *Below:* Army personnel prepare to unload barge of incoming supplies.



PIGGYBACK RIDE—A Navy fast patrol boat is lifted onto an MSTS ship for shipment to Vietnam where it will be used to halt enemy supply ships.

ning, Ga. Both moves might be considered classic examples of a large unit move to Vietnam.

The order for these moves was passed from the U. S. Strike Command to the transportation agencies, each of which sent representatives to work out details of the move with CINCSTRIKE.

The transportation agencies involved, of course, were the Military Traffic Management and Terminal Service, the Military Sea Transportation Service and the Military Air Command. Both MSTS and MAC employed their own on chartered ships and aircraft in their moves.

The military Traffic Management and Terminal Service, on the other hand, has no equipment of its own, except for some specialized rolling stock. It had to charter what it needed for transporting the units within the United States.

Bases in Vietnam were of immediate precedence in the move of the two divisions. They were established by advance parties which, with their equipment, had earlier been airlifted to Vietnam. These units required the use of 126 aircraft.

The main body of troops traveled by sea. The men of the First Cavalry Division were transported from Fort Benning to ports on the Atlantic and Gulf coasts. The first Infantry Division was taken overland from Fort Riley for embarkation at Pacific ports. The move of men and equipment from their bases to the ports required 933 buses and 17 special trains—all chartered by MTMTS.

To move these two divisions overseas required four aircraft carriers, six MSTS passenger ships and 27 MSTS cargo vessels.

Many other units, of course, have followed the First Infantry and Cavalry Divisions to Vietnam. Recently, most have been of battalion size, but the transportation pattern was similar to that which was employed in the division moves.

In putting together these unit moves, planners had to reconcile the number of men traveling and the weight of their equipment with the space in available ships arriving in Vietnam on or near the desired date.

Inasmuch as men and equipment traveled in a variety of ships sailing from several ports at different times, their arrival dates in Vietnam had to be carefully coordinated.

As mentioned before, equipment should not arrive more than five days before the unit, nor should it arrive more than two days after the unit goes ashore in Vietnam.

This close scheduling was, and is, possible largely because of the dependability of the Military Sea Transportation Service operations between the United States ports and the offloading point in Vietnam. It is rare, indeed, that shipments arrive on dates not specified in the established time frame—despite a multitude of factors which can cause delays.

Of course, not all military movements are destined for Vietnam. Troops are rotated regularly so that men who travel east this year, will return to the west next year.

It is also easy to forget nowadays that some military transportation is not even directly connected with armed conflict.

The same agencies which move men and material to battle also ship household goods and move servicemen and their dependents—particularly those on permanent changes of station between the United States and overseas locations.

In one year alone, well over a million people used the military transportation system and, during fiscal year 1966, about 16 million measurement tons of cargo were sent overseas in ships, while 312,000 tons were moved by air.

As might be expected, the transportation scene is constantly changing. When the United States became engaged in Vietnam, military shipments were geared to use established port and dock facilities.

Vietnam, however, was not blessed with large ports or extensive docking facilities so other means of landing men and material had to be devised. Landing ships have proved to be a large part of the answer.

The future of military transportation will undoubtedly see more such adaptations.` Also, in the future, computerized operations probably will control more and more shipments and perhaps even the dream of door-to-door shipment by a single means will be realized.

Speculation on the future, of course, could be limitless but there is at least one aspect of transportation's future which is a reasonably safe bet.

It is predictably certain, for example, that all the armed forces will continue to pool their transportation efforts, resources and knowledge to move fighting men and their equipment in the most efficient manner possible.

—Robert Neil

Camera Catches Heroes on the Go

Acts of bravery are not uncommon occurrences aboard Navy ships, but it is a rarity when a single act is recorded on film in sequence, just as it happened.

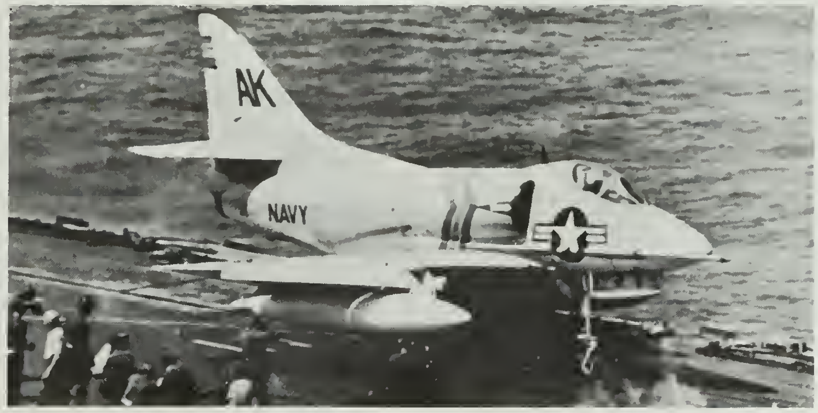
One such act did occur aboard the aircraft carrier USS Hancock *(CVA 19) during operations in the Gulf of Tonkin against Viet Cong forces.*

A 750-pound bomb broke loose from the rack of an A4 Skyhawk *aircraft as it was being catapulted from the carrier. The bomb was armed, and it went tumbling down the flight deck of the ship, coming to rest near the front of the catapult.*

Immediate action by two members of an explosive ordnance disposal team averted what could have resulted in serious damage to the ship, when they rushed to the bomb as it rolled on the deck and defused it.

The two were immediately joined by several other flight deck crewmen who helped them secure the bomb.

Photographer's Mate Second Class Althizer captured the quick action of the EOD team as it happened.



BOMB falls from Skyhawk.

EOD team rushes to bomb.

DEFUSING of 750-pound bomb.

FLIGHT DECK is cleared.

A Historic Ceremony: SHIPPING

YOU DON'T HAVE to be very salty to be familiar with the reenlistment ceremony. Navymen have reenlisted at various naval shore stations and on and under the seas in virtually every part of the world.

Most Navymen have been a part of that ceremony at one time or another by witnessing the proceedings if they, themselves, have not reenlisted. By the nature of the ceremony, it is a solemn one. The oath, traditions and procedure make it so.

The traditions and ceremony behind reenlistment go back to the beginnings of United States naval history. The manner in which the ceremony is held has been guided by these traditions. The ceremony has changed in wording, but tradition has obviously guided the ceremony.

Even the enlistment oath dates back to early American history. The oath was first prescribed in the old Articles of War for enlisted men of the Army some time before 1798. It wasn't until more than 100 years later that the Navy adopted the oath on 3 Mar. 1899. Before this time, Navymen "signed on" or "shipped over" simply by affixing their signature to the reenlistment contract.

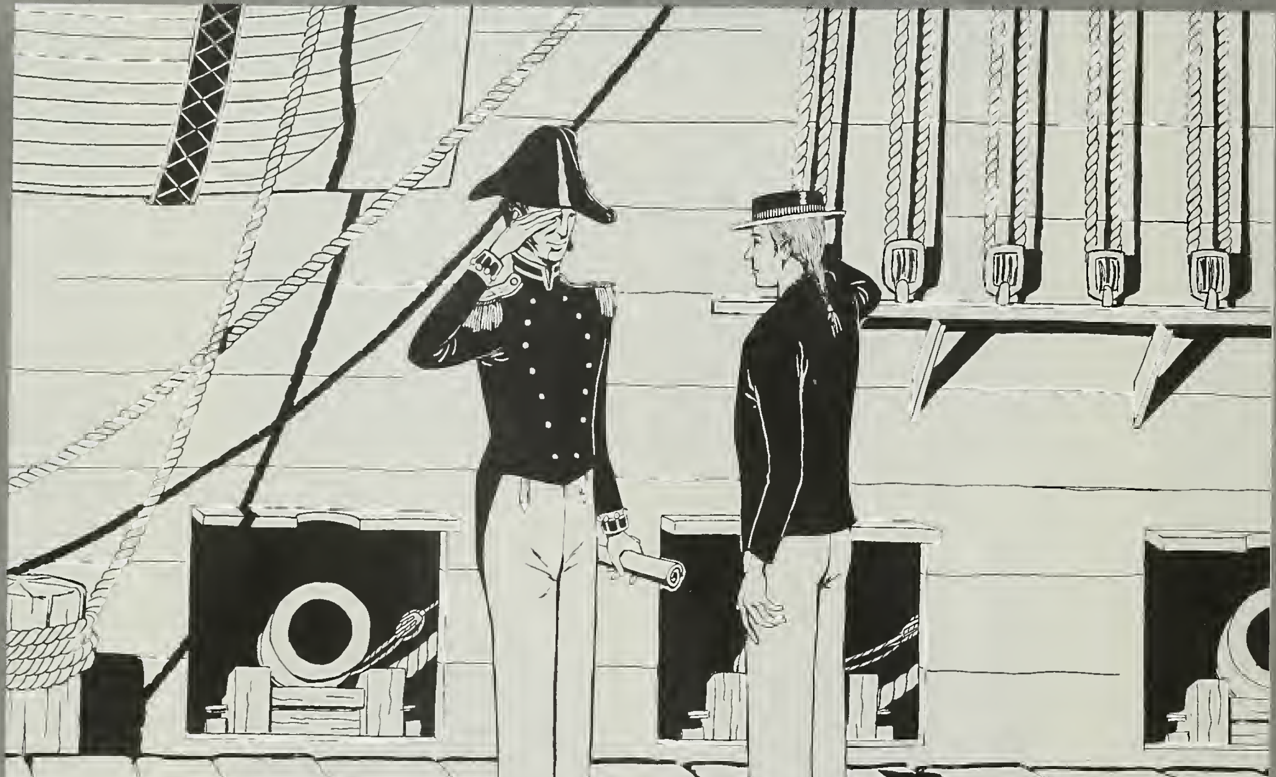
There was, however, ceremony connected with the signing of the contract. The lengths of the reenlistment varied too, and many men signed on for one year of duty.

The language of the oath of enlistment is prescribed by law, and has undergone several changes. The latest change was introduced in 1961, and it became effective in 1963. This change provided that all persons enlisting in the armed forces "take an oath to support and defend the Constitution."

Navymen have always had a variety of reasons for reenlisting. In 1797, as an incentive to reenlistment, Captain Thomas Truxtun of USS *Constellation* once offered his men a beaver hat and a black silk handkerchief plus two months' advance pay and two weeks' liberty ashore if they would sign over for another year.

The beaver hat and other incentives must have worked, because the ship's carpenter recorded in his diary that the greater part of the crew shipped over.

Modern Navymen also have reenlistment incentives from which to choose. Most of these are oriented



OVER

and designed to retain highly competent and highly trained personnel. Navymen are offered choice of duty, a reenlistment bonus, choice of school via *TransMan,* the STAR program and also the SCORE program for reenlisting.

Choice of duty assignment options is one of the incentives offered upon reenlistment. If you are serving on sea duty, the Navy may guarantee you retention on board your present ship for one year after reenlistment (unless you are serving in a preferred sea duty billet), transfer to another type command within your fleet, transfer to another fleet, transto a shore billet somewhere overseas.

If you are serving on shore duty when you reenlist, for four or six years, you can be guaranteed your choice of fleet or type commands. Additional qualifications for choice of duty station may be obtained from Chapter 27, *Enlisted Transfer Manual.*

One way of getting a bagful of money is to obtain a reenlistment bonus. Provisions for granting these bonuses fall under the provisions of Section 308 of Title 37 of the U. S. Code. Career counselors can provide additional information on eligibility for these bonuses and the other programs listed here.

Various educational incentives are also available. The STAR program (Selective Training and Retention program) guarantees A or B schools to qualified Navymen. Qualifications for this education program can be found under Article 12.8 of the *Enlisted Transfer Manual* and in BuPers Inst. 1133.13 series.

The SCORE program (Selective Conversion and Retention program) is designed for Navymen who wish to change their ratings to fields which have greater advancement potential. Under this program men in pay grades E-4 and E-5, who have completed more than two years' active naval service but less than 12 years' total service, can obtain benefits similar to those available under the STAR program. Current regulations on SCORE many be found in BuPers Inst. 1440.27 series.

If you submit your request for a school at least three months before your reenlistment, you may obtain Class A or B school orders under Article 12.8 of the *Enlisted Transfer Manual.* If you are qualified for the school which you request, and if a quota is available, you will receive conditional orders which will become effective when you reenlist for a period of four or more years.

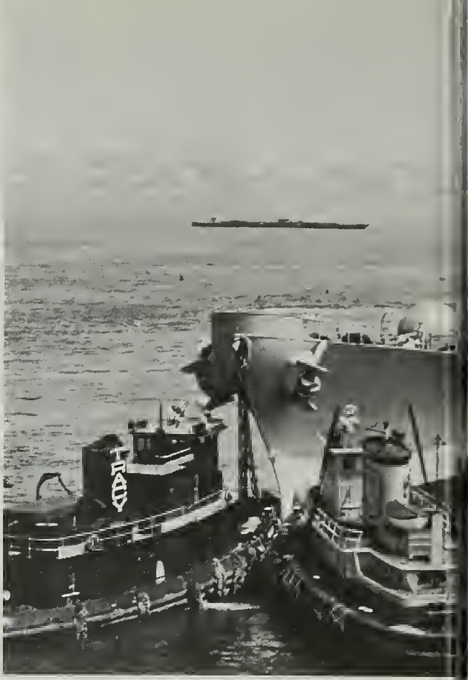
Reenlistment incentives have changed as the Navy itself has changed. You can no longer get a beaver hat for reenlisting, but you do have your choice of several more lucrative incentives.

—Larry Henry, JO2, USN

THE OATH OF ENLISTMENT

The present day oath of enlistment used by the Navy became law in 1962 but was not put into effect until the following year. The oath reads as follows:

"I do solemnly swear (or affirm) that I will support and defend the Constitution of the United States against all enemies, foreign and domestic; that I will bear true faith and allegiance to the same; and that I will obey the orders of the President of the United States and the orders of the officers appointed over me, according to regulations and the Uniform Code of Military Justice—So help me God."



NEW JERSEY will leave her cocoon.

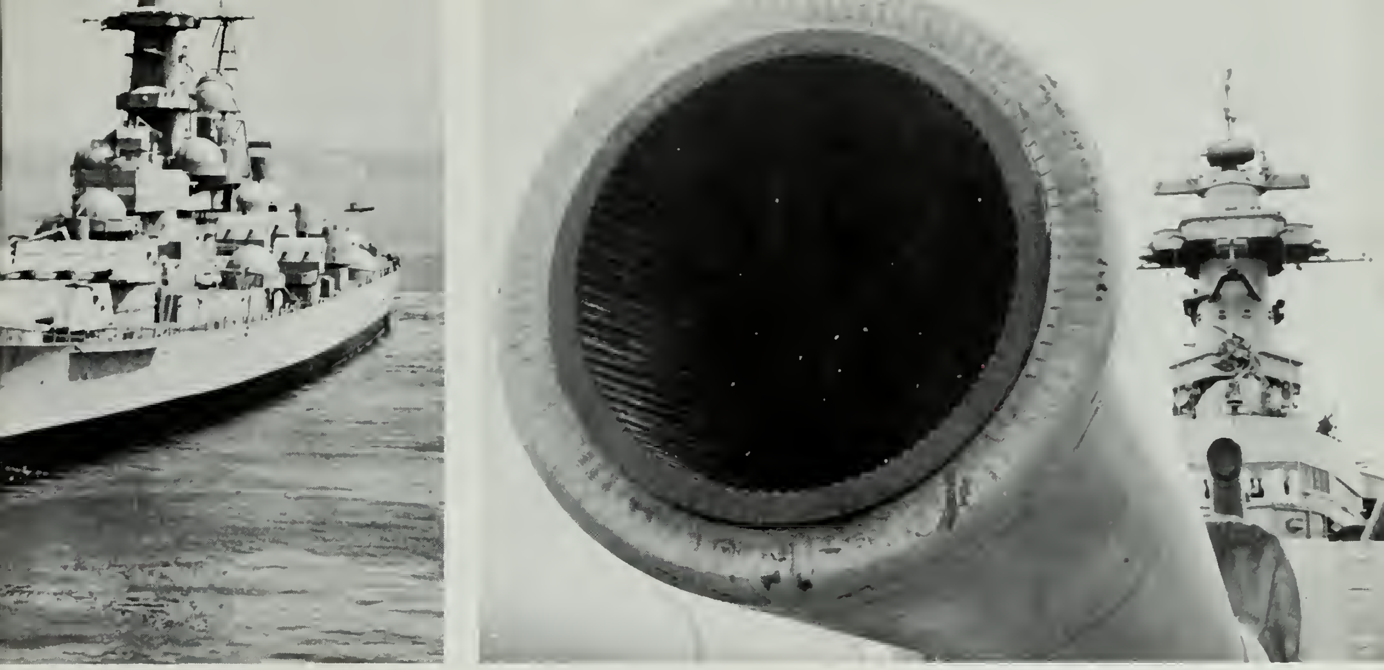
BATTLE

THE BOOM of 16-inch guns may be heard off Vietnam next year when the battleship *New Jersey* (BB 62) joins the U. S. Seventh Fleet.

Acting on Navy recommendations, Secretary of Defense Robert S. McNamara has approved the reactivation of *New Jersey* to augment Pacific Fleet shore bombardment forces in Southeast Asia.

The battleship's nine 16-inch/50-caliber guns will provide an extended

NEW JERSEY RETURNS—Battleship is shown being pushed to pier beside *Missouri* at Norfolk Naval Base after returning from Korea. *Below: New Jersey* fires her 16-inch guns at enemy installations in Korea in 1951.



HEN BACK in commission *New Jersey* will augment the Pacific Fleet shore bombardment forces in Southeast Asia.

WAGON: A New Chapter

range and greater destructive power for the Seventh Fleet bombardment group, which at present includes destroyers (5-inch guns) and cruisers (8-inch guns).

New Jersey's 16-inchers will fire 1900-pound projectiles an effective range of 21 miles. She is also armed with 20 5-inch/38-caliber guns.

Reactivation work on *New Jersey* will be done at the Philadelphia Naval Shipyard. It is estimated that she will be ready for shakedown trials by next June.

The cost of reactivating the ship will be approximately $27 million. Modernization will be limited to essential updating of electronic equipment.

The "new" *New Jersey* will have a complement of 70 officers and 1400 enlisted men.

She is the second U. S. battleship named after the state of New Jersey. The first, the BB 16, was commissioned in May 1906. Less than half the size of the present *New Jersey*, she measured 441 feet (over-all) and displaced less than 15,000 tons.

THE FIRST *New Jersey* was armed with a variety of guns as big as 12-inch/40-caliber, plus 21-inch torpedo tubes.

A highlight of her career was service as a member of the Great White Fleet of 16 battleships that cruised the world between December 1907 and February 1909. She was decommissioned in August 1920, and two years later was sunk during experimental bombing runs by Army aircraft serving under General Billy Mitchell.

The present *New Jersey* was commissioned at the Philadelphia Naval Shipyard in May 1943. The 887-foot-long battleship served in the Pacific from January 1944 until the summer of 1945. She saw plenty of action during the closing phases of World War II.

In January 1944, operating with the Fifth Fleet, Central Pacific Force, *New Jersey* joined in the capture and occupation of the Marshall Islands.

In February, she became flagship for the Fifth Fleet and Admiral Raymond A. Spruance, commander of the Central Pacific Force, and led the strike force against the advanced Japanese Fleet Base at Truk in the Caroline Islands.

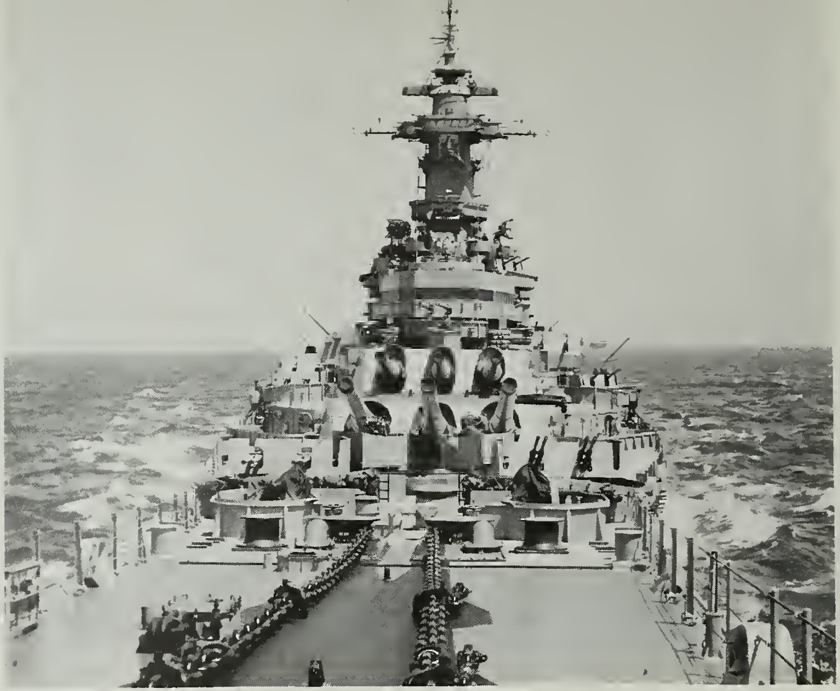
DURING TWO DAYS of air strikes and surface sweeps, the *New Jersey*-led task force engaged in action that cost the enemy two light cruisers, four destroyers, three auxiliary cruisers, two submarine tenders, two submarine chasers, one armed trawler, one plane ferry and 24 auxiliaries, including six tankers. The totals did not include small craft. In addition, more than 200 enemy aircraft were destroyed and another 100 severely damaged.

In March 1944, *New Jersey* joined with the carrier *Lexington* (CV 16) for combined aerial-surface bombardments against enemy positions on Mille Atoll. She next participated in antishipping strikes against the Palau Islands, and in April supported invasion forces which landed at New Guinea. She returned to Truk to back up bombing attacks, and during May trained her big guns on Ponape Island. The battleship destroyed fuel tanks and a headquarters building, and raked the enemy airfield at Ponape from end to end.

In June of that year, *New Jersey* and other Fifth Fleet units joined in the capture and occupation of the Marianas Islands. On 19 June, *New Jersey* and six other battleships, four heavy cruisers and 14 destroyers formed a defensive line around U. S. carriers as enemy aircraft swooped down to begin the Battle of the Philippine Sea.

The first Japanese attack was met by fighters from the U. S. carriers. This kept all but about 40 planes

BOW SHOT of *New Jersey* displays the low profile of a battleship.



GUNS BRISTLE from the sides of battleship *New Jersey* during a Korean patrol.

away from the ships. Most of the 40 which penetrated the fighter screen were dispatched by shipboard guns.

In the evening, U. S. planes intercepted a large group of enemy aircraft en route to Guam. Our fighters followed and shot them down as they were about to land.

It was a successful day for the Americans. A total of 402 Japanese planes had been destroyed during the action that came to be known as "The Marianas Turkey Shoot." The enemy also suffered heavy losses at sea. Two large carriers had been sunk by submarines.

The Japanese fleet withdrew and was about to escape when it was sighted nearly out of range of the U. S. carrier planes. A deck-load of planes was dispatched and made contact late in the afternoon.

Twenty-two of 35 interceptors the Japanese sent up were shot down. The ship toll to the Japanese after this attack was one aircraft carrier, two fleet oilers, plus damage to four carriers, a battleship, a cruiser and an oiler.

At battle's end the Japanese force had only 35 operational aircraft remaining out of 430 that had started the Battle of the Philippine Sea.

New Jersey next participated in strikes against Guam and Palau, and in midsummer got under way for Pearl Harbor where she became Third Fleet flagship under Admiral William F. "Bull" Halsey.

Back into action, *New Jersey* then participated in strikes against the Visayan group and Southern Philippines. She supported the strikes against Manila and Cavite during 19 to 21 September, and then backed up the assaults on Panay, Negros, Leyte and Cebu.

The BB next joined a fast carrier force for strikes on Okinawa and Formosa, followed by support operations in the northern Visayan Islands. She backed up the U. S. troops who hit the beaches of Leyte Gulf on 20 October.

In December, *New Jersey* joined a carrier force for three days of strikes against Luzon, then rode out a typhoon which capsized three destroyers.

In early January, she supported air strikes against Formosa, Okinawa and Luzon, then moved on to hit coastal targets along the Indo-China coast. She struck at Formosa, Hong Kong and the Chinese mainland ports of Swatow and Amoy, then returned for action against Formosa and Okinawa. During the period 19 to 21 February, she supported the landings on Japanese-held Iwo Jima.

In March 1945, *New Jersey* joined with U. S. carriers to support the capture of Okinawa. She shot down enemy suicide planes and with her bigger guns softened the island for the U. S. troops who were to storm the Okinawa shores.

Returning to Guam in August after a Stateside overhaul, she again became Fifth Fleet flagship for ADM Spruance. On 17 September, she anchored in Tokyo Bay with ADM Spruance who was serving as commander of all U. S. naval activities in Japanese waters.

In January 1946, *New Jersey* was relieved of her flagship duties and the following month returned to the United States. Following overhaul, she transferred to the Atlantic to participate in training cruises for Naval Academy midshipmen.

New Jersey was decommissioned in June 1948 at Bayonne, N. J., and assigned to the Reserve Fleet.

In November 1950, *New Jersey* was recommissioned for service with United Nations forces off Korea. She served two tours in the Far East, firing more than 7000 rounds of 16-inch ammo.

In November 1953, the battleship returned to the Atlantic for service in the Caribbean and Mediterranean. She was decommissioned in August 1957, and had remained in mothballs until her recall this year.

—Dan Kasperick, JOC, USN

IN HAND—LTJG Roosevelt, USN, helps UOU trainee place explosive hose.

UDT Meets UOU

RECENTLY a group of Navy frogmen got together with their Philippine Navy counterparts and the beach party they held was a real blast.

The Second Platoon of Underwater Demolition Team 11, based at Subic Bay and integrally involved with combat operations in Vietnam, and the Philippine Navy's crack Underwater Operations Unit joined forces for a demolition practice exercise.

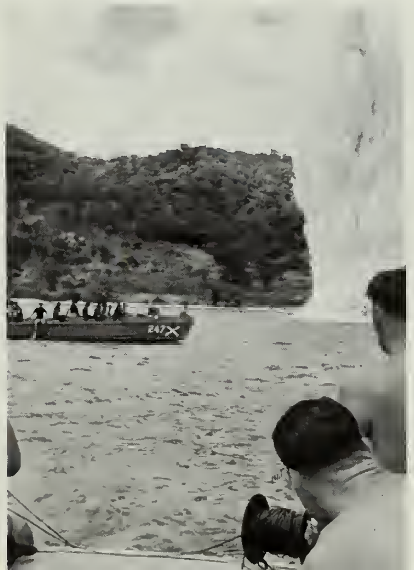
The combined Filipino-American frogman force launched an attack against amphibious assault obstacles on a Navy gunfire range beach just west of the Subic Bay naval base. The obstacle was a coral head, a typical underwater object to be cleared by UDT for an amphibious landing. Three different methods of laying the Mark VIII explosive hose were used for three different shots.

A little while and three explosions later, the way was cleared.

The joint exercise included instructing Philippine UOU trainees on how to handle such UDT "tools" as the Mark VIII explosive hose. The UOU is based near Subic Bay and trains periodically with the U. S. Navy frogmen.

MAT MEN—Frogmen lay a mat charge to blast coral. *Below:* Pre-exercise briefing is held.

CLICK—Electric detonator sets off charge. UOU boat moves in for close look. Coral head goes airborne.



MINESWEEPERS—Naval Reservists involved in a two-week active duty training period aboard a training minesweeper are framed by cable as they begin sweeping for magnetic mines.

SMALL SHIPS, BIG

While the big ships fight their battles, the little minecraft have already done their dull and deadly duty.

Mines may be used to bottle up enemy harbors. They are used to make strategic or convenient shipping routes dangerous, or even useless, to an enemy. And they are used to make the enemy divert ships, equipment and men to minesweeping chores.

But while the U. S. Navy may use mines against an enemy, the enemy, in turn, can use them against the U. S. For example, an enemy submarine involved in mining operations during World War II caused New York Harbor to be closed for 10 days.

There is a force of Regular Navymen involved in mine warfare operations. However, in the event of an emergency or major conflict the citizen sailor would also become involved in this area on a full-time basis. In fact, a group of Naval Reservists in the New England area are very much involved in mine warfare.

During the year they attend once-a-week drills at their Naval Reserve Training Units. And—for two weeks a year—they are full-time Navymen.

These men are the Reserve crews of the coastal minesweepers USS *Falcon* (MSC 190), *Turkey* (MSC 56), *Siskin* (MSC 58) and *Reedbird* (MSC 51).

These First Naval District ships make up Reserve Mine Squadron 2. Each ship is assigned a Blue and a Gold crew.

These ships and men concluded their two-week active duty for training period in June. The cruise got underway during the early morning hours of a cold, rainy New England day. Bad weather hounded the Reservists during the first week. Part of the first week's operations were conducted in the face of 50-knot winds, which caused the tiny ships to bounce around like corks on the ocean's surface. This rough beginning tapered off to improvement in the weather and smoother operations for the second week.

First-week operations involved training men in damage control and seamanship. The second week was devoted to minesweeping, the main skill of these ships. Some time was spent in mine countermeasures operations. This exercise was afforded realism by use of drill mines.

A field of drill mines was laid in Massachusetts Bay and was swept by Navymen aboard the four wooden-hulled ships. The mines were actual wartime mines, but had no explosive charges. The Reservists were required to sweep a variety of these mines, including floating, moored and bottom mines.

During the exercise Reservists operated with two oceangoing minesweepers of the Regular Navy, units of the Atlantic Fleet Mine Force. The two ships *Fearless* (MSO 442) and *Avenge* (MSO 423) made up Mine Division 82. The First Naval District minesweepers were under the operational control of the Atlantic Fleet Mine Force during the exercise.

"The opportunity to operate with minesweepers of the Regular Navy and conduct sweeping operations against actual mines gave everyone a sense of accomplishment," a spokesman for the Reservists said.

The four 1ND minesweepers are classed as Group II ships. They are in service, but not in commission. Each ship is commanded by an officer of the Reserve crew. The men of the Reserve crew, some 30 per ship, are necessary to operate the ship. A nucleus crew of about 10 enlisted men and an officer in charge maintains the ship when the Reservists are not aboard. The nucleus crew also goes to sea with Reservists during weekend drills and the annual training cruise.

The *Falcon* (MSC 19) is flagship for the squadron. The *Falcon* Reserve crew is supported by the Pawtucket, R. I., Naval Reserve Training Center.

Turkey (MSC 56) and *Siskin* (MSC 58) are supported by the New Bedford, Mass., and the Portsmouth, N. H., Naval Reserve Training Centers, respectively.

Naval Reservists manning sweeps such as these are important to the national security of the United States. Because these Reservists are trained, their ships can get underway immediately in an emergency.

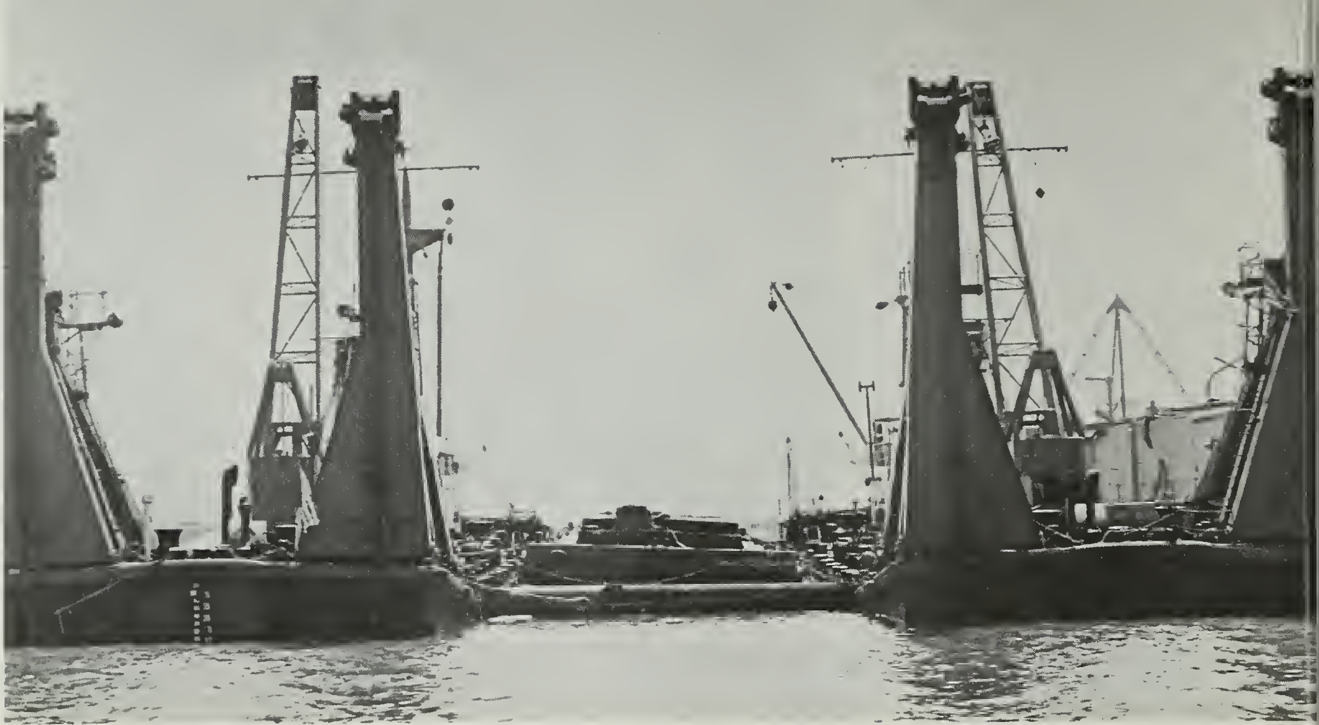
To realize the importance of the Reservist and his role in mine warfare it is necessary only to review past history. During the Korean conflict, some 250 ships with more than 50,000 officers and enlisted men embarked for an invasion were forced to wait at Wonsan for six days ,due to enemy mines.

MEN

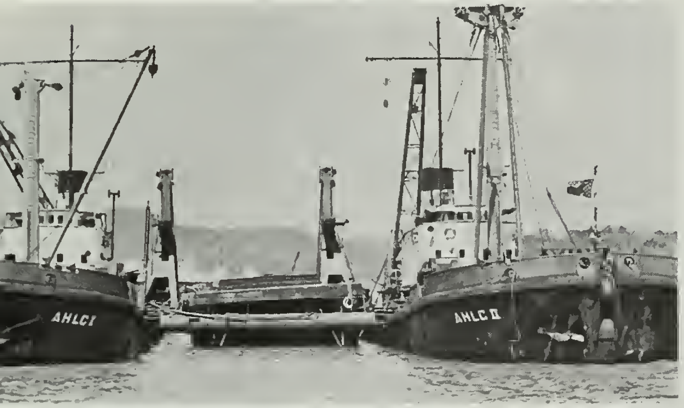
The need for minesweepers with their Reserve crews can further be realized when it is considered that the only U. S. ships lost throughout the Korean conflict were victims of mines.—**Gerald R. Boling, JO3, USN**

MARKER BUOY is readied by Reservists to indicate safe channels. *Right:* SN F. J. Medeiros keeps watchful eye on trailing "Pig" float. *Below:* the Pig being lowered over the side.

SWEEPING GEAR—A minesweeping device which emits sounds that explode acoustic mines is lowered over the side by Reservist. *Right:* Navigation aboard a minesweeper must be precise to evaluate progress and insure safety.



You Don't See Many Like the



AFTER BUMMING AROUND the world for nigh onto 25 years, *Energie* and *Ausdauer* have finally found a home—for keeps, it is hoped—in Subic Bay, Philippines, on the payroll of the U. S. Navy. Beachcombing is a chancy business at best, and the two AHLCs have had their ups and downs in the past.

Billed as the world's largest salvage lift craft, *Energie* (AHLC 1) and *Ausdauer* (AHLC 2) were commissioned in 1943 by Germany. Between that date and the present, when the two were bought by the United States, they have performed extensive salvage operations throughout the European continent, Scandinavia, England and the Middle East.

In 1945, *Energie* was bombed out by the British in the Baltics, refloated by Germany with the help of *Aus-*

SALVAGE TRIAL—Medium landing craft is used by *Energie* and *Ausdauer* for training. *Below:* Large bolts are tightened to prevent slacking off. *Below right:* The spud links the craft and prevents ramming of the wreck.

AT WORK—Steel cables tighten as wreck is lifted from bottom. *Rt:* 17 bitts form an unusual deck pattern.

AHLC Twins

dauer, and resumed service with the German Navy in 1948.

In 1957, the two were leased by the United Nations to clear the Suez Canal of sunken vessels, then went into mothballs until last March.

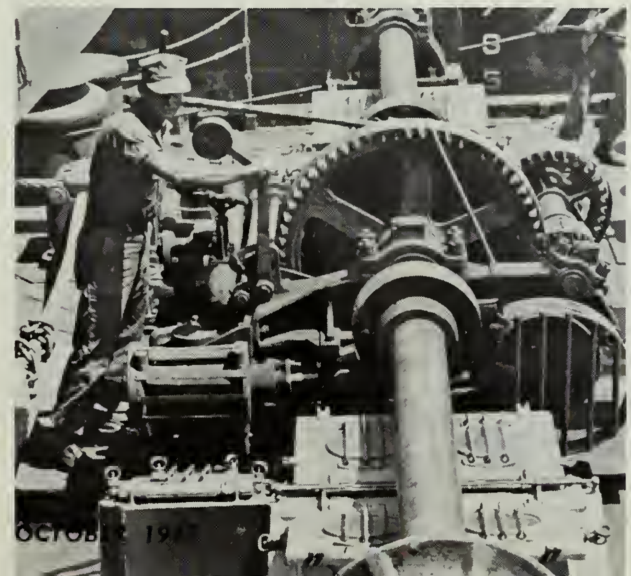
At that time, they began the trip from Bremerhaven to Subic to add another 4800 tons of muscle to Harbor Clearance Unit One.

Energie (for "energy" of course) and *Ausdauer* (for "endurance") still bear much of their original decor and furnishings. Most will be retained until completely worn out.

But the coal-burning cookstoves will have to go. They can't keep up with the appetites of their new crews.

—Story and Photos by Ely U. Orias, JO1, USN

MIGHTY PULL—A large deck winch provides the muscle power to lift sunken vessels. *Rt: Ausdauer* (AHLC 2) lies anchored during salvage in Subic waters. *Above:* Spud which links the salvage craft also serves as catwalk.



NIGHT FIRE—Gunboat *USS Gallup* (PGM 85) operating with units of Operation Market Time fires on trawler.

'Intercept Hot Cargo Below

IT WAS JUST PAST midnight. The open sea 20 miles south of Chu Lai was lit by the rays of a midsummer half-moon.

At that moment a steel-hulled trawler loaded with 1500 weapons, mines and explosives for the Viet Cong was taken under fire by units of Operation Market Time. They included the motor gun boat USS *Gallup* (PG 85), radar picket ship USS *Wilhoite* (DER 397), *Swift* boat (PCF 79), destroyer USS *Walker* (DD 517), and USCGC *Point Orient.*

The trawler ran aground on a sandbar 200 feet from the mouth of the Song Sa Ky River at Cape Batangan. It burned fiercely with several secondary explosions.

Republic of Korea Marines on a hill overlooking the river took the ship under artillery fire and then secured the beach around it.

Tons of supplies were taken from the trawler including machine guns, rocket launchers and rifles. In addition, the ship was carrying one million rounds of ammunition.

DAY TIME found the trawler run aground near mouth of Song Sa Ky river.

The olive-green ship was first sighted 40 miles off the coast of Quang Ngai province by a Navy P2V patrol plane. It was tracked by the Navy for three and one-half days. While under surveillance by Market Time units the trawler used evasive tactics, flew no flag and ran with no lights, with only the number 459 showing.

It was first challenged by using international call signs via flashing light while three and one-half miles offshore. The trawler continued to proceed on a course due west at 12 knots. *Point Orient,* 1000 yards away, illuminated the trawler with a spotlight and asked it to surrender through a Vietnamese Navy interpreter. Shots were then fired across her bow. The trawler, however, continued on the same course and at the same speed.

About two miles from shore, the trawler opened fire on the *Swift* boat with automatic weapons. *Point Orient* and the *Swift* boat saturated it with 50-caliber machine gun fire. *Wilhoite* and *Walker* opened up with 5-inch guns and the *Swift* boat and cutter fired 81-mm mortars on it.

Commander Charles R. Stephan,

TRAPPED TRAWLER—Market Time craft box in North Vietnamese trawler as it tries to sneak arms to Viet Cong.

Chu Lai'

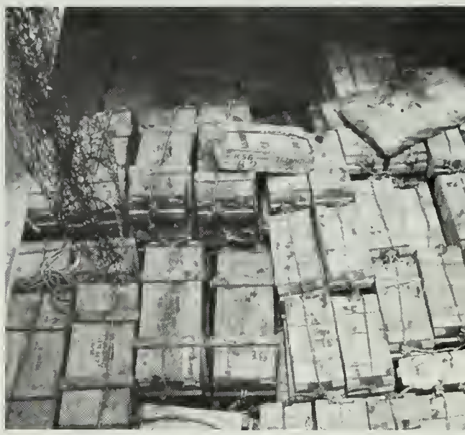
USN, Commander, Northern Surveillance Group, was in charge of the operation.

In addition to the ammunition and 1500 weapons, the trawler was carrying antipersonnel mines, plastic explosives, electric and nonelectric detonators, small radio batteries, and 5000 pounds of TNT.

Navy officials surmise that the heavy fire kept the trawler's crew from detonating the 2046 pounds of TNT strategically located to scuttle the ship. For instance, the *Swift* boat's second 81-mm mortar round scored a direct hit on the trawler's bridge. After beaching, an explosive ordnance disposal man from the U. S. Naval Support Activity Da Nang boarded the trawler and dismantled all the TNT charges, thereby rendering it safe.

The trawler was towed by two LCMs to the Naval Support Activity Detachment Chu Lai, where its cargo was offloaded.

This trawler was the eighth one intercepted since the beginning of Operation Market Time in February 1965. Of the previous seven, four were destroyed, one was captured and two turned back.



HOT CARGO—An EOD expert disarms 2046 pounds of TNT that was intended to scuttle the craft. *Rt:* Some of the ammo found in hold. *Below:* Service craft from Naval Support Detachment, Chu Lai, tow craft to Chu Lai.

RIDING

Puff, there goes another Navy Seadragon.

Although the Navy's versions of the mythical beasts do breathe fire, they have hull numbers instead of scales.

Destroyers and cruisers of the U. S. Seventh Fleet adopted the name last October for an operation against prime North Vietnamese military targets. (See All Hands, July 1967, page 7). Operation Seadragon was designed and implemented to stop the influx of enemy men and war supplies to the rivers and inland

SEADRAGON USS *Canberra* fires, *above,* at Vietnam targets. *Below: Canberra* crewman counts powder charges delivered during underway, replenishment off Vietnam. *Below right: Canberra* targets are selected.

TRAINED MEN—*At the left:* Next rounds from main battery are plotted. *Right:* Eight-inchers respond to squeeze.

A DRAGON IS NEVER DULL

in Vietnam by waterborne logistic craft.

During the early months of the operation, small seadragons, the Navy's destroyers, were used to intercept and shell the enemy's junks and barges which were transporting the supplies and men. The operation then broadened its goals and began striking coastal defense sites and radar installations along the coast.

Last February, the operation was again stepped up by adding the 8-inch guns of the guided missile cruiser USS *Canberra* (CG 2). This added more firepower, and consequently more lucrative targets were added. The ships shelled targets further inland which were engaged in direct support of North Vietnam's war effort.

Seadragon units were able to strike inland petroleum dumps and storage areas, transshipment points, storage caves, warehouse complexes, naval bases and ammunition storage facilities.

Spotter aircraft and computers are used for the ships' eyes to fire accurately in all types of weather.

The Navy's seadragons continue to ply the waters off the coast, breathing their special kind of fire toward enemy targets. This type of gunfire support has been extremely successful in blocking the enemy's supply lines and supporting U. S. and South Vietnamese ground forces.

Still a disbeliever? Ask U. S. Vietnam veterans; they'll tell you that seadragons are real.

—Story by Bill Case, JOC, USN
—Photos by Robert D. Moeser, JOC, USN

HUMAN ELEMENT—*Left:* Officer directs firing. *Right:* *Canberra's* main battery is aimed for next firing.

NEW HOME PORT—*USS Little Rock* (CLG 4) is moored to buoy in the harbor of new home port, Gaeta, Italy. *Rt:* Med lights outline *Little Rock* at night.

Gaeta Welcomes 6th

Early this year the citizens of the small Italian city of Gaeta took on a big order—help make the crew of the Sixth Fleet's flagship, and their dependents, feel at home. They've succeeded in doing a fine job.

The guided missile cruiser USS *Little Rock* (CLG 4) arrived at Gaeta in February, after relieving *Springfield* (CLG 7) as flagship.

Pronounced Guh-ay-ta, *Little Rock's* new home port is located about halfway down the shin of Italy's boot, just about midway between Rome and Naples.

A short distance from Gaeta is the city of Formia, where trains leave for Rome and Naples every hour. Naples is slightly more than an hour away by train, while a trip to Rome takes about one and one-half hours.

Gaeta has a fine beach and an excellent climate. For this reason, its population explodes during the summer months, as tourists from Rome, northern Italy and surrounding countries descend on the small (20,000 population) city.

It is in this environment that Navy personnel and their families have begun the foundation of their new Navy community.

The people of Gaeta and the surrounding area have provided extensive housing facilities for Navy personnel searching for living quarters.

The local Italian Navy Base provided space temporarily for a small commissary store, post office, and support activity. Now, the U. S. Naval Support Activity is located in a new four-story building in the heart of the residential section of the city, making it easily accessible to the new Navy community.

Officials of the Italian base also have provided a Fleet landing for Navy personnel to use.

Even Gaeta's children helped out, sharing classroom space in their schools for the American children who had to wait while their own school was being built.

Shortly after the flagship arrived in Gaeta, Italian language classes were begun. Classes were held on board *Little Rock* for ship's personnel during inport periods, with

MAKING FRIENDS—Gaeta boys are fascinated by the shape of an American football as a *USS Little Rock* sailor explains fundamentals of the sport.

NEW IDEAS AND SITES—Navy dependents shop at outdoor fruit markets above. *Below, left:* Movie ad features Italian words with western flavor. *Below, right:* Italian sailors and civilians tour *Little Rock* with guide.

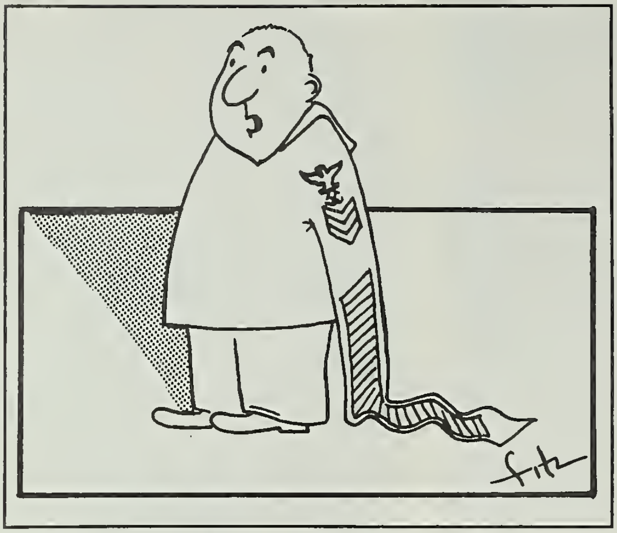
Fleet

classes for dependents scheduled twice a week in Gaeta. The short course, offered at a nominal fee, was geared to provide its participants with a basic speaking knowledge of Italian for daily contact with their new neighbors.

In return for the hospitality of the local citizens, the Sixth Fleet flagship conducts general visiting each Sunday in port. The 23-piece Sixth Fleet band has performed concerts in Gaeta, and in other towns in the area. A good time was had by all.

SEEING GAETA—Navy dependents visit local "flea market" in search of treasures. They find one in this colorful blanket. *Rt:* Not the fastest way of travel, but it's a good way to enjoy the sights of your new home port.

SECOND Joseph P. Fitzgerald, RM1, USN



"Hey, Boats. You got my jumper?"

THIRD Melville C. Murray, LT, SC, USNR

"You'll see, mate, one day this'll all be done by machines."

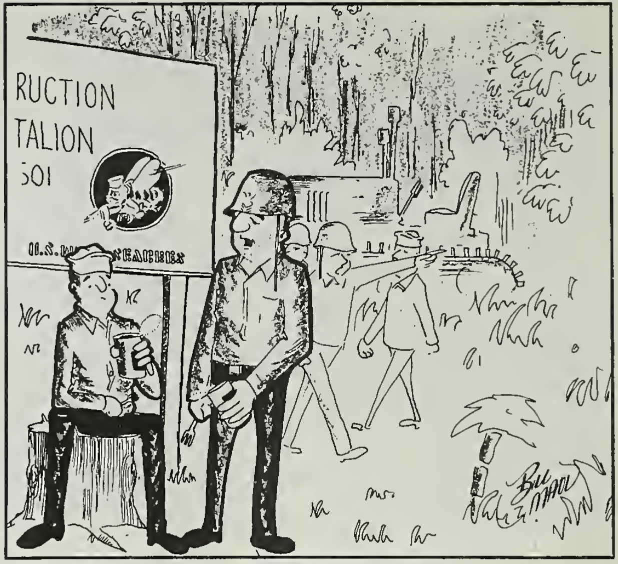
"You'll see, Mike, one day this'll all be done by machines."

FOURTH Jeremiah H. Paali, IC2, USN

CHOOSE YOUR OWN BONUS!
REENLIST NOW!
TRY TO YOUR FUTURE
CAREER INF.
NAVY

"Reenlistment incentives have come a long way since the STAR program."

FIRST William R. Maul, CTC, USN



"What is it? . . . Why, Boy, that's canned 'Do'!"

All-Navy

Cartoon Kings

IT'S TIME once again for a look at the lighter side of Navy life through the eyes of the cartoonist. Winning entries in the 12th All-Navy Cartoon Contest, shown on these pages, represent the best in sea service humor, as determined by a panel of judges.

The contest, sponsored by the Bureau of Naval Personnel Recreation Program, offers active duty naval personnel and dependents the opportunity to display their artistic talent through original cartoon humor.

Hundreds of cartoons in addition to the winners shown here were submitted for competition, and the

FIFTH Vincent Ahern, DMSN, USN

"The feel of a precision instrument has always held a special appeal for me."

IRST HONORABLE MENTION William R. Maul, CTC, USN

"FORE!"

best of them will appear in ALL HANDS during coming months.

Judges this year ranged in rank from commander to seaman. Two officers and three enlisted personnel, including one Wave, constituted the panel.

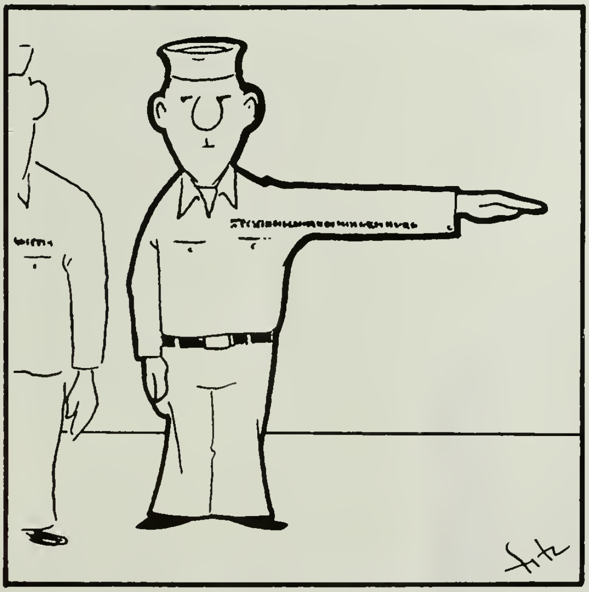
Each had his (and her) own idea of what's funny. As a result, the process of eliminating hundreds of excellent cartoons was long and difficult.

First place was won by perennial entrant (and previous winner) William R. Maul, CTC, USN. His wry takeoff on the Seabee "Can Do" motto earned more points than any other entry. Another Maul interpretation of Navy life was good for first honorable mention.

Other finalists with two winning entries in the top ten were Joseph P. Fitzgerald, RM1, and Jeremiah H. Paoli, IC2.

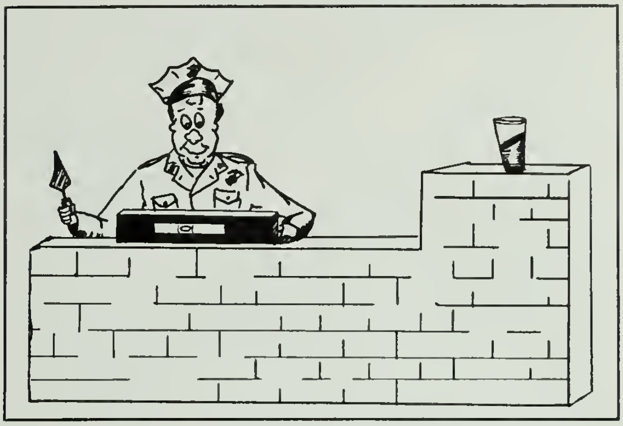
All-Navy championship awards will be forwarded to appropriate commanding officers for presentation to the winners. Runners-up will receive certificates.

FOURTH HONORABLE MENTION Joseph P. Fitzgerald, RM1, USN



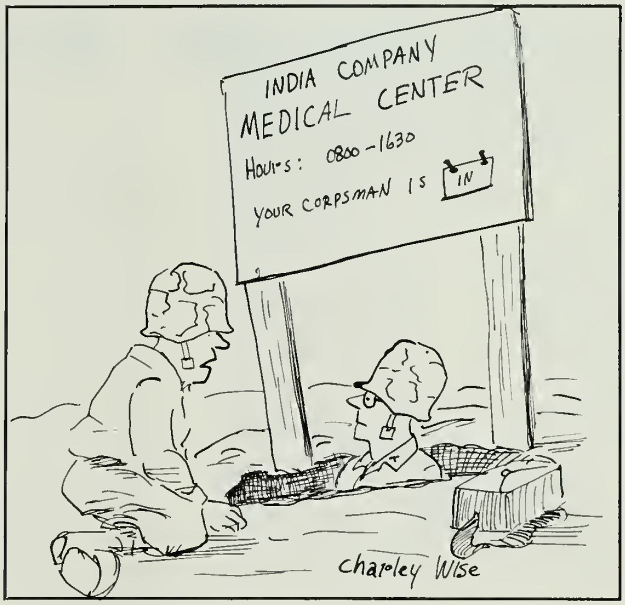
"OK, Straguenfelderschafternham, fall out."

SECOND HONORABLE MENTION David L. Stabley, AXAN, USN



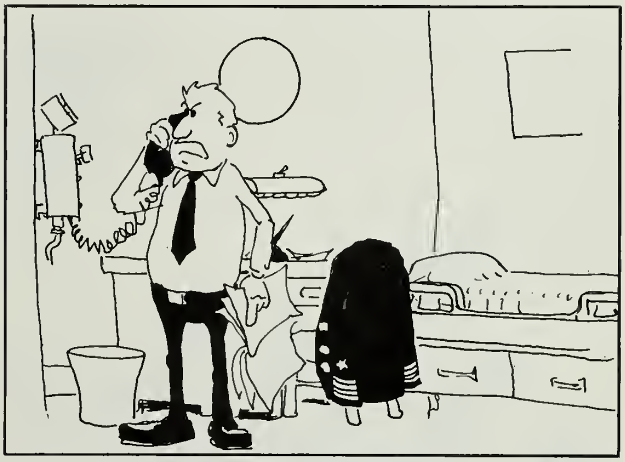
"Perfect, as usual!"

THIRD HONORABLE MENTION Charley Wise, HMCS, USN

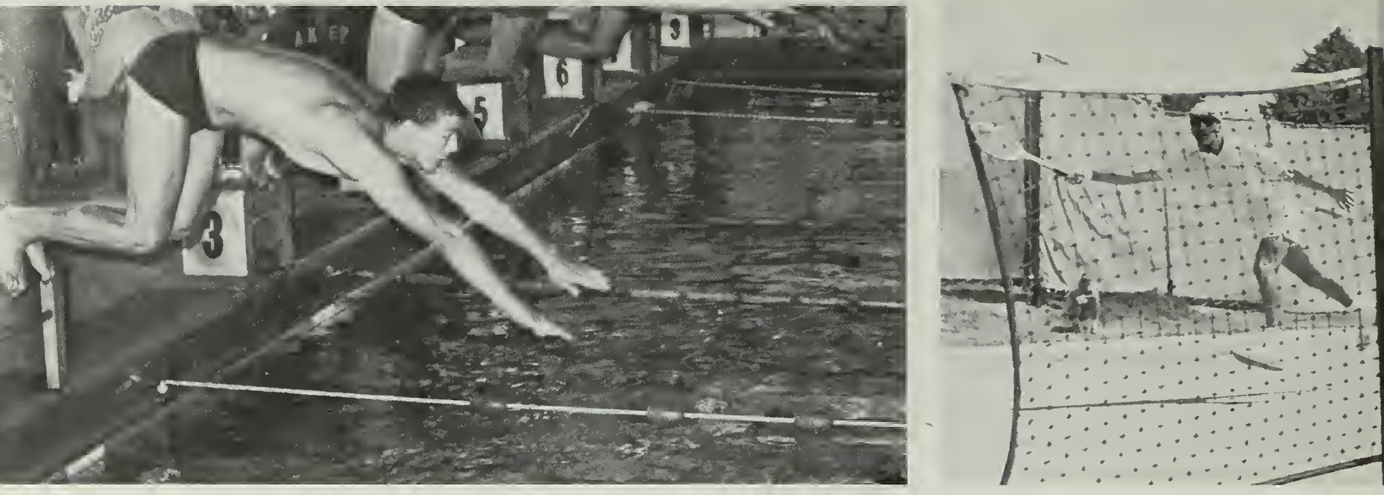


"Do you make house calls?"

FIFTH HONORABLE MENTION Jeremiah H. Paoli, IC2, USN



"No! This is not the I.C. room, and I don't know the name of the crew's movie for tonight!"



WATER WINNER—Tom Sutter of Great Lakes takes off to win 400-meter event. *Rt:* All-Navy Tennis.

TOPS IN NAVY SPORTS

Ensign Larry McAtee of NAAS Meridian, Miss., Captain Bob Wallace, Ellyson Field, Fla., and Radioman Mary Ann Brazee of NCS San Francisco, downed all competitors in the All-Navy Golf Championship at Pensacola to win their individual division play.

McAtee finished the 72-hole play with a 290 total which placed him two strokes ahead of the nearest rival in the open division.

The All-Navy crown was his third championship win in three weeks. The win was preceded by victories in the Sixth Naval District golf playoff and the South Atlantic regional tourney.

The champion's play was steady throughout the All-Navy tournament as he fired 73-72-73-72 in the four rounds of play. First place was decided on the 17th hole of the final round when McAtee sank a birdie putt to move two strokes ahead of second place winner Airman Gary Groh, NATC Patuxent River, who had remained within one stroke of the leader until that point.

Seaman Ned Story, ComCruDesPac, San Diego, was beaten by Groh on the third hole of a sudden death playoff to decide second place. Both Story and Groh tied after 72 holes with 292 strokes each. Story bogied the third hole and Groh shot par, giving him the second place slot.

McAtee took the tournament lead in the third round of play and held on until the finish. The birdies were there when McAtee needed them, and he also carded an eagle on the 567-yard 15th hole during first round play to offset bogies taken on three successive par threes.

LADY CHAMP—Mary Ann Brazee, RM/SN, receives Women's Golf trophy.

In the senior division, CAPT Bob Wallace came from two strokes back to edge CDR Jim Kinder, NAS Jacksonville to win the first place trophy.

Kinder lost his third round lead when he had bogey trouble and soared to a fourth round score of 80 to drop one stroke behind the winner.

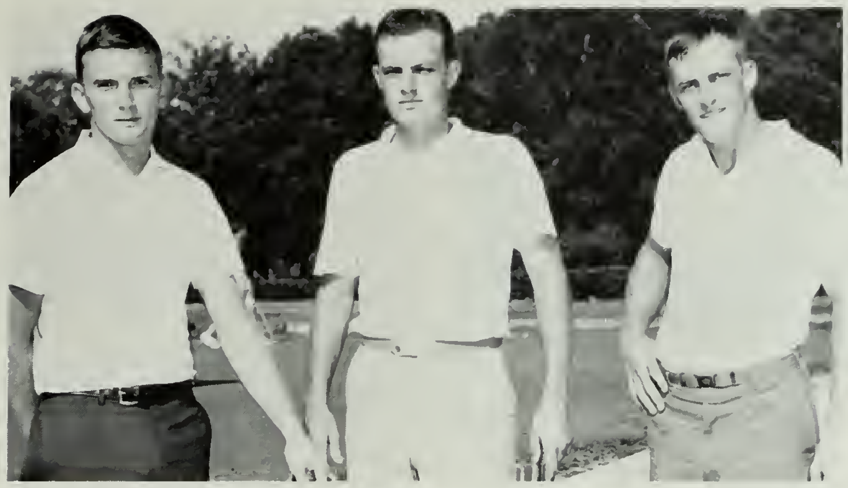
Wallace chipped away at the leaders after falling to fifth place in the opening round.

In the women's division, Radioman Mary Ann Brazee ran away from her nearest competitors finishing 11 strokes ahead of Estelle St. Clair, PN1, of Washington, D. C., the East Coast champion.

Despite her 11-stroke victory, Brazee didn't command the lead until the third round of play when she fired an 81 to go ahead of second round leader St. Clair. Personnelman Chief Meg Cozad, of Newport, finished in the third slot, six shots behind St. Clair. Cozad fired an 81 during the first round to take the lead.

All-Navy Tennis

Lieutenant Ray Bellamy, USNR, of NAS North Island and Seaman Gary Grossman, USN, of USS *Niagara Falls* (AFS 3) teamed to triumph



GOLF CHAMP McAttee *(center)* poses with runners-up Groh *(left)* and Story. *Rt:* Ireland, first round senior leader.

in the tennis doubles competition of the All-Navy championships held at the Naval Air Station at Alameda, Calif.

The duo then went on to win the open doubles event in the Risely Bowl competition of the Interservice Tennis Championships at Lowry Air Force Base.

Bellamy and Grossman downed Robert Sprenglemeyer, YN3, of MCB-58 and LT Dick Williams of USN Command Headquarters, Washington, D. C., 5-7, 6-3, 10-8 and 6-4, in the All-Navy doubles final to advance to the Interservice meet.

Bellamy and Grossman also won their singles matches, giving the Navy two points in the Leech cup team competition of Interservice play. Leech cup finals included four singles matches and three doubles matches.

The All-Navy doubles champs were defeated in the team competition of the Interservice tournament (Leech Cup play), in the final match by the Air Force team, 8-10, 6-3, 6-4. The Navy took second in the Interservice team competition which included representatives from the Air Force, Marines and Army.

The Risely Bowl is awarded to the open singles champion during Interservice play. This year's winner was Marine 1st LT E. N. Newman.

Another important win for the Navy team in the Interservice competition was chalked up by the senior doubles team of Master Chief Petty Officer Leon Wilson, AFCM, of Fleet Air Wing Two, Jacksonville, and Captain Bill Foulkes, USN, of the Naval Material Command, Washington, D. C.

BACKSTROKE winner Gunkelman.

The Navy senior doubles twosome defeated the Air Force doubles champs in the Risely Bowl finals, 3-6, 6-4, 6-2.

Robert Sprengelmeyer took the All-Navy Tennis tournament men's open singles championship by downing LT Robert Castle, of the Pacific Coast contingent, 6-0, 6-0, 8-6. Sprengelmeyer represented the Navy in the Interservice tourney as the team's top-seeded player.

In the All-Navy senior men's singles, Chief Wilson defeated Captain Foulkes, 6-0, 6-3.

Hospital Corpsman Connie Bauer, east coast, defeated Maggie Cozard, PNC, also of the east coast, to take the women's singles title in the All-Navy tournament.

In the women's doubles play, Bauer and Cozard teamed to defeat Marian Clark, AC2, and Marion Murray, PN3, 6-0, 6-0.

Final Standings in All-Navy Golf

Open Division	
Lorry McAtee	73-72-73-72—290
Gary Groh	73-72-74-73—292
Ned Story	73-71-75-73—292
Mickey Boswell	70-80-81-75—306
Joe Endry	83-74-78-72—307
Tony Rotondo	80-73-76-79—308
Bill Scarbrough	75-76-81-76—308
Charles Bainbridge	77-81-77-74—309
Allon Porrish	76-78-77-81—312
Deke Forbes	79-77-75-81—312
Joseph Walker	80-77-80-79—316
Gib Smith	78-79-80-80—317
Ty Preston	74-81-87-80—322
Ken Greer	83-77-82-83—325
Johnny Johnson	79-84-85-80—328
Mike Doschbach	78-84-83-87—332
Senior Division	
8ob Wollace	78-77-78-77—310
Jim Kinder	77-77-77-80—311
Eddie 8roy	80-80-78-75—313
Steve 8oudreau	77-76-80-84—317
Dan Fraser	78-79-81-82—320
Tex Ireland	75-82-85-80—322
Elma Waring	87-77-81-82—327
8ill Karessel	81-79-87-82—329
Women's Division	
Mory Ann 8rozee	82-84-81-83—330
Estelle St. Clair	83-82-91-85—341
Meg Cozad	81-89-90-87—347
Scottie Hudson	91-91-91-93—366
Gwenn Anderson	92-91-92-91—366
Jo Ann Jennett	87-102-88-89—366
Gerry Witt	85-97-99-99—380
Ruth Moore	91-100-103-99—393
Coral Adsit	99-105-95-96—395
Darathy Callahon	96-100-102-98—396
Jean Two	96-95-104-104—399
Lynne Clinton	95-93-117-102—407

UP AND OVER—FN Gary Weyer clears final jump in Pentathlon course as Edward Felton urges him on.

The tennis team which represented the Navy in the Interservice tournament was composed of the top All-Navy competitors.

The All-Navy team members were: Robert W. Sprengelmeyer, YN3, MCB-58; LT Ray Bellamy, NAS North Island; Gary Grossman, SN, *Niagara Falls;* Jerry Van Linge, SN, USS *Columbus* (CG-12); Leon Wilson, AFCM, Fleet Air Wing Two, Jacksonville; CAPT Bill Foulkes, Headquarters, Naval Material Command, Washington, D.C.; and LT Dick Williams, Headquarters, Washington, D. C. LT James H. Poythress, was the naval headquarters representative.

GLakes Swamps Swim Meet

The Great Lakes swimming team captured half of the individual swimming events, swept all of the relay team events and took first, second and third place in the diving competition to win the Navy East Coast Swimming and Diving Championships held at Norfolk.

The Great Lakes swimmers scored 219 team points for first place honors with swimmers from the cruiser USS *Newport News* (CA 148) placing second with 96 points. Third place was taken by the USS *Conway* (DD 507) team which posted 74 points.

Of the 12 events held during the two days of competition, the Great Lakes team took eight first-place wins. The winners jumped to a 50-point advantage during the first day of competition and then lengthened that lead the second and final day.

Mike Sheeler who swam to first place in the 200-meter individual medley for the Lakers was also voted to receive the sportsmanship trophy, the only special award given to a swimmer during the competition.

Great Lakes freestyler Pat McGuire captured both the 50- and 100-meter events to become the meet's only double winner. McGuire also led off for the Lakers in the 200-meter freestyle relay which they also won.

Bob Gunkleman of *Conway* turned in the best time of the meet when he won the 100-meter backstroke event in 1:11.8.

The second place *Newport News* squad turned in their best performance in the 200-meter freestyle swim as John Heringer and S. R. Bach finished first and second. The *Newport News* relay teams finished second to the Great Lakes swimmers in all four of the team events.

The Great Lakes divers captured that competition by placing first, second and third in the finals. Top diver Don Hahnfeldt totaled 322 points on the one-meter board. He was followed by teammates James Fisher and Clarence Robertson who finished second and third with 285 and 212 points respectively.

Champs in East Coast Swim Meet

50-METER FREESTYLE—1. Pat McGuire, Great Lakes, time 27.0; 2. Francis Fax, Bainbridge; 3. Kent McNaughton, NAS Sanford, Fla.

100-METER FREESTYLE—1. Pat McGuire, Great Lakes, time 1:01.1; 2. Francis Fax, Bainbridge; 3. Alex Ryland, Great Lakes.

200-METER FREESTYLE—1. Mike Sheeler, Great Lakes, time 2:31.4; 2. Francis Fax, Bainbridge; 3. Rich Vagt, USS Walworth County.

400-METER FREESTYLE—1. Thomas Sutter, Great Lakes, time 5:37.9; 2. James Heringer, USS Newport News; 3. Richard Vagt, Walworth County.

100-METER BACKSTROKE—1. Bob Gunkelman, USS Conway, time 1:11.8; 2. Rich Vagt, Walworth County; 3. Robert Blair, Great Lakes.

100-METER BREASTSTROKE—1. Joseph Graul, USS Yarnell, time 1:22.8; 2. Kenneth Ryan, Great Lakes; 3. J. D. Traver, Newport News.

100-METER BUTTERFLY—1. John Conway, Newport News, time 1:08.9; 2. Mike Sheeler, Great Lakes; 3. Thomas Sutter, Great Lakes.

200-METER INDIVIDUAL MEDLEY—1. John Heringer, Newport News, time 2:33.3; 2. S. R. Bach, Newport News; 3. Samuel Rathfleisch, Great Lakes.

200-METER MEDLEY RELAY—1. NTC, Great Lakes (Kamke, Ryan, Sutter, Fisher) time 2:11.3; 2. Newport News; 3. Conway.

200-METER FREESTYLE MEDLEY—1. Great Lakes (McGuire, Seidelman, Ryland, Hahnfeldt) time 1:49.9; 2. Newport News; 3. USS Northampton.

400-METER MEDLEY RELAY—1. Great Lakes (Ryan, Rathfleisch, Sheeler, Kamke) time 4:58.4; 2. Newport News; 3. Northampton.

400-METER FREESTYLE RELAY—1. Great Lakes (Seidelman, Ryland, McGuire, Sheeler) time 4:22.8; 2. Newport News; 3. Great Lakes.

DIVING—1. Don Hahnfeldt, NTC Great Lakes, 321.95 points; 2. James Fisher, NTC Great Lakes, 285.45 points; 3. Clarence Robertson, NTC Great Lakes, 212.55 points.

All-Navy Bowling

Seaman Al Crandal of the ComCruDesLant staff took the All-Navy individual men's bowling championship held at Charleston by rolling a 193 pin average with a total pin count of 3483.

During the first day of competition, Crandall a North Atlantic regional team entry, tallied a 201 pin average to take immediately the number one spot in the standings.

The four teams representing the various regions of the Navy were the North Atlantic team, the Pacific Coast squad, the South Atlantic team and the West Pacific team. Roll-offs were held in the various districts and then in regional play to determine contestants for the All-Navy contest.

Elbie Butts of the West Pac contingent, placed second to Crandall with a 193 pin average and a total pin count of 3474. Butts came from 13th position to take the second slot in the men's division.

Disbursing Clerk Second Class Laura Core of the South Atlantic team rolled a 179 average to take the All-Navy individual women's division title.

Core had a total pin count of 3236 which was 84 pins ahead of second place C. Kozare, also a South Atlantic entry. Core also bowled the highest series for the women's team competition with a 598.

The South Atlantic regional squad took the men's team event play by getting a total pin count of 16,748. They captured 14 team points to down their coastal neighbors, North Atlantic, who placed second in team competition. The Pacific Coast contingent were third with nine team points, and West Pac carded eight points to finish fourth.

High game for the team events was rolled by John Troxel of the South Atlantic team who tallied 264 pins. High three-game series for the men was shared by Elbie Butts of WestPac and Sam Fox of the Pacific Coast team who each scored 637.

The Pacific Coast team edged the South Atlantic squad in women's team play. The Pacific Coast grabbed four points in the last three-game set to finish with 13 points. The South Atlantic team placed second with 12 points to their credit.

The North Atlantic team placed third with 10 points, followed by the WestPac squad with 7 team points.

High games during women's play were rolled by Rosemary Jeck and Myrlyn Cochran, both of WestPac, who each carded a 241.

Navy Swimmers Place in CISM

Julius Ramos, third class signalman of UDT 21, won the utility swimming event in the military olympics held in Athens, Greece, and sparked the Navy team, which represented the U. S. in the international competition, to a second place berth behind winner Brazil.

The 20-year-old frogman won the event by swimming five lengths of the 25-meter pool, one time carrying a rifle, another while swimming over and under a net and then climbing over a barrel and diving to the bottom to fasten a coupler.

The military olympics is organized each year under the Council of International Military Sports. CISM has 32 member countries and is one of the most active international sports organizations.

The regular Pentathlon events for Olympic competition include the broad jump, discus, javelin throw, 200-meter run and the 1500-meter run. The military olympics Pentathlon is changed, however, and incorporates the obstacle utility swim, seamanship race, marksmanship, obstacle and cross-country races plus a lifesaving swimming race.

LONDONDERRY SOCCER TEAM stops practice for conference with organizer RM2 Anthony Belke. *L to r:* Christopher Hayes, Richard Chasey, Basco Hankin, Willi Braun, Carl Campbell, Israel Cavazos, and kneeling, goalie Joe Kill. *Below:* Christopher Hayes steals the ball from Basco Hankin during practice.

Third place in the competition went to the host Greece team, and fourth place was taken by Italy.

Coach of the U. S. team is Don Rose, senior chief engineman and instructor in UDT training at Coronado, Calif. Rose is also a team member. Other members are Rodney Tanaka, SA, of Hilo, Hawaii, who set unofficial Pentathlon records during preliminaries in the obstacle and lifesaving swims; Gary Weyer, FN, from Milwaukee, Wisc.; Edward Felton, GM3, of Philadelphia, Pa.; and Ramos of New York. William Jakubowski, QM3, of Lakewood, Calif., accompanied the team as an alternate.

Ramos also took the steeplechase crown and a first in the 5000-meter run in the Navy East Coast track events.

Much of the competition in the Pentathlon is geared to underwater demolition team training, but this is not a prerequisite for participation. Any Navyman can qualify by running one and a half miles in less than nine minutes, swimming 200 meters with clothes on in two minutes and swimming the distance with fins in less than three minutes.

Irish Soccer

When in Rome you do as the Romans do, and when in Ireland you learn to play soccer.

Eleven sailors at the Naval Communications Station at Londonderry, Ireland, are learning soccer, and they are learning the hard way. Soccer is called football in Ireland as well as in most of Europe, and it is a rough and fast contact sport. The game is played without padding, and this means bruises and skinned knees.

The station's team, named the Yanks, was organized by RM2 Anthony S. Belke, Jr. The players are not seasoned veterans. Only two of the 11 servicemen had ever seen a soccer ball before the team's formation.

It's always hard to beat anyone at his own game, and meeting seasoned Irish football teams on the field hasn't been easy on the Yanks' record book and egos. After 15 matches, they have won one game and tied two.

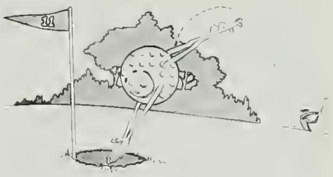
Now they have no place to go but up.

FROM THE SIDELINES

HAPPINESS can mean many things, but to a golfer it's seeing his ball drop into the cup, especially if he's standing on the tee.

Hitting a golf ball from the tee into a 4¼-inch-cup on a green 130 or more yards away is, to say the least, a remarkable achievement. The feat can be likened to batting a thousand against a pitcher such as Sandy Koufax, or bowling a 300 game.

There is a great deal of luck involved in getting a hole-in-one, but also quite a bit of skill is required. Some of the great professional names of golf never sink a shot from the tee, while weekend linksmen sometimes do. However, the skill, required in executing the shot and getting the right combination of swing and circumstance, must be present in order to sink a tee shot.



The right combination was present on the down-stroke as several Navy golfers teed off this summer, and they each carded a hole-in-one.

These occurred at various courses on bases or on courses near their duty stations. Navymen to join the hole-in-one ranks this season are:

Richard E. Wiltamuth, LT, Kami Seya, Japan; William E. Groce, LT, MSC, Naval Dental Clinic, Camp Pendleton, Calif.; Lewis M. Parks, USS *Pledge* (MSO 492); James G. O'Neill, ACC, NAS Jacksonville; Robert L. Warren, RMC, Guam, Midway Is.; Carlisle Yarborough, QMCM, CruDesFlot 12; Robert H. Weir, LT, Attack Squadron 81; J. R. Wible, CAPT, Headquarters Eighth Naval District, New Orleans; Richard C. Stewart, LT, Naval Base, Charleston, S. C.; H. F. Oliver, YNCM, NAS Atsugi, Japan; G. R. Goldenstein, LT, NAS Oceana, Virginia Beach, Va.; and George D. Frazier, EO1, Naval Administrative Command, Great Lakes.

If we've left out your name, you'll let us know.

* * *

A perfectly pitched softball game is one with no hits and no runs and no errors.

Charles R. Sharp, CMA2, of the Naval Air Station, Olathe, Kan., didn't stop there, he pitched a perfect-perfect game for the naval station team by allowing no hits, no runs, no one to reach first and no one to hit the ball.

Sharp zipped the softball past 21 batters, striking them all out in a seven-inning contest against the Junior Chamber of Commerce team of the Olathe Industrial Softball League.

The varsity NAS team is a member of that league.

The opponents swung ferociously at the ball, but hit nothing but air as Sharp finished the kind of game of which most pitchers can only dream.

Sharp found himself in trouble only once during the game, and that came in the second inning with two men out when he pitched a 2-2 count before hurling the last strike past the batter for the third out.

Final score of the game was 5-0. Guess who won.

—Larry Henry, JO2, USN

Shangri-La Tops at Mayport

The USS *Shangri-La* (CVA 38) softball team remained undefeated in league play to capture this year's Mayport Naval Station softball league championship.

The *Shangri-La* squad finished the season with a 13-0 conference record to end the year ahead of other teams.

The ship's squad began the season while operating in the Mediterranean with victories over the USS *Galveston* (CLG 3) team, 18-13 and 13-8, and a 14-4 romp over the *Blandy* (DD 943) squad.

After returning to their home port, the *Shangri-La* nine dropped the Mayport Naval Station team, 5-4, in a non-conference contest. The team then proceeded to reel off 13 straight league victories to win the title.

As a team, the *Shangri-La* crew batted .353 for the season. Merle Anderson, SHCS, won seven games during the season to lead the pitching staff. *Shangri-La's* other pitchers with perfect records were Bill Boagey, 6-0, and Tom Zack, 4-0.

The starting lineup for the squad included: Don Hobgood, catcher; Howard Polk, first base; Phil Barreca, second base; Gary Burke, shortstop; Ron Evans, third base; Bill Grizzard, right field; Rod Knecht, center field; and Bill Roland, left field.

ServLant Trophy for *Vulcan*

The underdog USS *Vulcan* (AR 5) softball team surprised the favored ServLant Tridents by defeating them twice in a double-header final, 8-2 and 4-2, to win the Atlantic Service Force Softball Tournament at McCormick Center.

Third place was taken by the USS *Rigel* (AF 58) team, and fourth place in the tourney went to the *Nespelen* (AOG 55) squad. Eight teams were in the tourney.

Doug Dean pitched both games of the double header for the *Vulcan* nine in addition to three other games in the five-day contest. He had to; Dean was the team's only pitcher. His only loss was to the tournament favorite Tridents in the second round, 4-3, which forced the Vulcans into the loser's bracket of the double elimination tournament.

The *Vulcan* team downed the Rigel and Nespelen teams to earn another try at the Tridents who eased into the finals with a win over the USS *Amphion* (AR 13) squad.

LINE HANDLING midshipmen wait anxiously on deck as their midshipman skipper maneuvers his patrol craft before mooring. *Right:* A midshipman crew performs variety of activities aboard a floating classroom.

USNA's Floating Classroom

The Severn River hasn't overflowed recently, but even so, 14 of the U. S. Naval Academy's classrooms are afloat.

The floating laboratories are the Academy's Patrol Craft (YPs)—80-foot patrol vessels used as training ships by Academy midshipmen.

During the midshipman's plebe summer—that is, the summer before he first attends classes—he is introduced to the YP.

His new acquaintance will become quite familiar to the plebe. During his four years at the Academy, he will spend many hours in the small craft, putting into practice the theories of deck seamanship, navigation, and other naval subjects which he has learned in the classroom.

Besides attending compulsory drills in the little ships, the midshipman will have the opportunity to test his naval skills by steaming with the YP squadron. The squadron is an extracurricular activity in which the midshipmen voluntarily man the small craft during recreation and liberty hours.

Each of the Academy's battalions is assigned one YP in the Squadron.

Commanded by a first classman (senior), each YP has a crew of about 20 midshipmen from each of the four classes. Every Tuesday, Thursday, and Friday afternoon during the spring and fall months, the Squadron conducts operations underway.

There are commissioned officers on hand from the departments within the Academy to give advice to the midshipmen crews.

To qualify in the seven-step path from deck seaman to commanding officer of a YP, a midshipman must complete both theoretical and practical examinations.

Although the YP squadron is under the cognizance of the Academy's Department of Naval Science, the organization and operations of the squadron are similar to those of destroyer squadrons.

The squadron staff officers are first classmen selected annually on the basis of their ability to fill command positions. The squadron commodore and his staff are responsible for all activities of the squadron, including the coordination of training proficiency, competition, inspections, and cruises.

The squadron staff consists of a commodore, two division commanders, a chief of staff and operations officer, a squadron administrative officer, the squadron navigator, the engineer and logistics officer, and at least one commanding officer or officer in charge from each battalion.

Among the most anticipated events for the squadron members are cruises on the Chesapeake Bay over weekends. These cruises offer a chance to relax, but also help to sharpen seamanship.

FLOATING CLASSROOM returns to Naval Academy after bay cruise. *Rt:* Academy instructor advises pilothouse as lookouts watch nearby patrol craft.

FEDERAL BENEFITS BASED

BENEFITS

The purpose of this chart is to show the effect of the type of discharge upon possible eligibility to various rights and benefits.

No attempt is made to set forth other requirements of eligibility which must be met.

Prepared by ALL HANDS Magazine

BENEFITS	APPLICABLE STATUTE OR REGULATION	DISHONORABLE DD Form 260N	BAD CONDUCT DD Form 259N (Conditions Other than Honorable)		UNDESIRABLE DD Form 258N (Conditions Other than Honorable)		
		GENERAL COURT MARTIAL CONVICTION	GENERAL COURT MARTIAL CONVICTION	SPECIAL COURT MARTIAL CONVICTION	MISCONDUCT C-10312	UNFITNESS C-10311	SECURITY C-10310A
I. BENEFITS ADMINISTERED BY THE VETERANS ADMINISTRATION							
1. Wartime disability compensation	38 USC 310	▒	▒	▨	▨	▨	▨
2. Wartime death compensation	38 USC 321	▒	▒	▨	▨	▨	▨
3. Peacetime disability compensation	38 USC 331	▒	▒	▨	▨	▨	▨
4. Peacetime death compensation	38 USC 341	▒	▒	▨	▨	▨	▨
5. Dependency and indemnity compensation to survivors	38 USC 410, 416	▒	▒	▨	▨	▨	▨
6. Service pension; Nonservice connected disability pension	38 USC 510; 38 USC 521 et seq.	▒	▒	▨	▨	▨	▨
7. Educational assistance	38 USC, Chapter 34	▒	▒	▨	▨	▨	▨
8. Pensions to widows and children	38 USC 531–543	▒	▒	▨	▨	▨	▨
9. Hospital and domiciliary care	38 USC 610	▒	▒	▨	▨	▨	▨
10. Medical and dental care	38 USC 612	▒	▒	▨	▨	▨	▨
11. Prosthetic appliances	38 USC 613	▒	▒	▨	▨	▨	▨
12. Seeing-eye dogs, mechanical and electronic aids	38 USC 614	▒	▒	▨	▨	▨	▨
13. Burial benefits (flag and expenses)	38 USC 901, 902	▒	▒	▨	▨	▨	▨
14. Special housing	38 USC 801	▒	▒	▨	▨	▨	▨
15. Vocational rehabilitation	38 USC 1501 et seq.	▒	▒	▨	▨	▨	▨
16. Orphans educational assistance	38 USC 1701 et seq.	▒	▒	▨	▨	▨	▨
17. Home and farm loans, business loans *	38 USC 1801 et seq.	▒	▒	▨	▨	▨	▨
18. Autos for disabled veterans	34 USC 1651–1686	▒	▒	▨	▨	▨	▨
II. BENEFITS ADMINISTERED BY THE MILITARY DEPARTMENTS							
1. Mileage	Joint Trav. Reg. ¶4157	▒	▒	▒	▒	▒	▒
2. Mustering-out payment **	Act of 16 July, 1952	▒	▒	▒	▒	▒	▒
3. Headstone marker (Sec. Army administers)	24 USC 279a et seq. AR 290–5 par. 25	▒	▒	▒	▒	▒	▒
4. Payment for accrued leave	37 USC 501	▒	▒	▒	▒	▒	▒
5. Transportation for dependents and household goods	Joint Trav. Reg. ¶7009(5), ¶8015(3)	▒	▒	▒	▒	▒	▒
6. Burial in national cemetery (Sec. Army administers)	24 USC 281 AR 290–5, Par. 20	▒	▒	▒	▒	▒	▒
7. Retain and wear uniform home	10 USC 6297	▒	▒	▒	▒	▒	▒
8. Notice to employer of discharge	BuPers Man. ¶C–10508	▒	▒	▒	▒	▒	▒
9. Award of medals, crosses and bars	10 USC, Chapter 567	▒	▒	▒	▒	▒	▒
10. Admission to the Naval Home	BuPers Man. ¶C–9209	▒	▒	▒	▒	▒	▒
11. Travel in kind	Joint Trav. Reg. ¶5300 et seq.	✸	✸	✸	✸	✸	✸
12. Cash allowance ($25)	10 USC 6297	✸	✸	✸	✸	✸	✸
13. Suit of civilian clothes ($30)	10 USC 6297	✸	✸	✸	✸	✸	✸
14. Board for Correction of Naval Records	10 USC 1552	✸	✸	✸	✸	✸	✸
15. Death gratuity	10 USC 1480	▒	▒	▨	▨	▨	▨
16. Navy Discharge Review Board	10 USC 1553	▒	▒	✸	✸	✸	✸
17. Use of wartime title and wearing of uniform	10 USC 772e	▒	▒	▒	▒	▒	▒
III. BENEFITS ADMINISTERED BY OTHER FEDERAL AGENCIES							
1. Homestead preferences (Sec. Interior)	43 USC 238, 271 et seq.	▒	▒	▒	▒	▒	▒
2. Civil Service employment preference (Civ. Ser. Com.)	5 USC 851	▒	▒	▒	▒	▒	▒
3. Credit for retirement benefits (Civ. Ser. Com.)	5 USC 2251 et seq.	▒	▒	▒	▒	▒	▒
4. Reemployment benefits (Sec. Labor)	50 APP. USC 459	▒	▒	▒	▒	▒	▒
5. Naturalization benefits (Atty. General)	8 USC 1440	▒	▒	▒	▒	▒	▒
6. Reclaimed lands preference (Sec. Interior)	43 USC 617h	▒	▒	▒	▒	▒	▒
7. Employment as District Court bailiffs	28 USC 755	▒	▒	▒	▒	▒	▒
8. D. C. police, fireman, and teacher retirement credit	D.C. Code Tit 4, 523; Tit 31, 728	▒	▒	▒	▒	▒	▒
9. Housing for distressed families of veterans (HHFA)	42 USC 1571 et seq.	▒	▒	▨	▨	▨	▨
10. Preference in purchasing defense housing (HHFA)	42 USC 1592a and 1592n(h)	▒	▒	▨	▨	▨	▨
11. Farm loans (Sec. Agric.)	Farm loans available to veterans under various statutes. Basic statute is 7 USC 1006a	▒	▒	▨	▨	▨	▨
12. Farm housing loans (Sec. Agriculture)	42 USC 1477	▒	▒	▨	▨	▨	▨
13. Unemployment benefits	38 USC 2001 et seq.	▒	▒	▨	▨	▨	▨
14. Social Security wage credits for WW II Service (Sec. HEW)	42 USC 417	▒	▒	▨	▨	▨	▨
15. Employment preference in Farm Credit Banks	12 USC 640 1; 6CFR 7.2	▒	▒	▒	▒	▒	▒

* Business loans are available only to veterans of World War II and Korea.

PON TYPE OF DISCHARGE

OF DISCHARGE

KEY

✱ ELIGIBLE

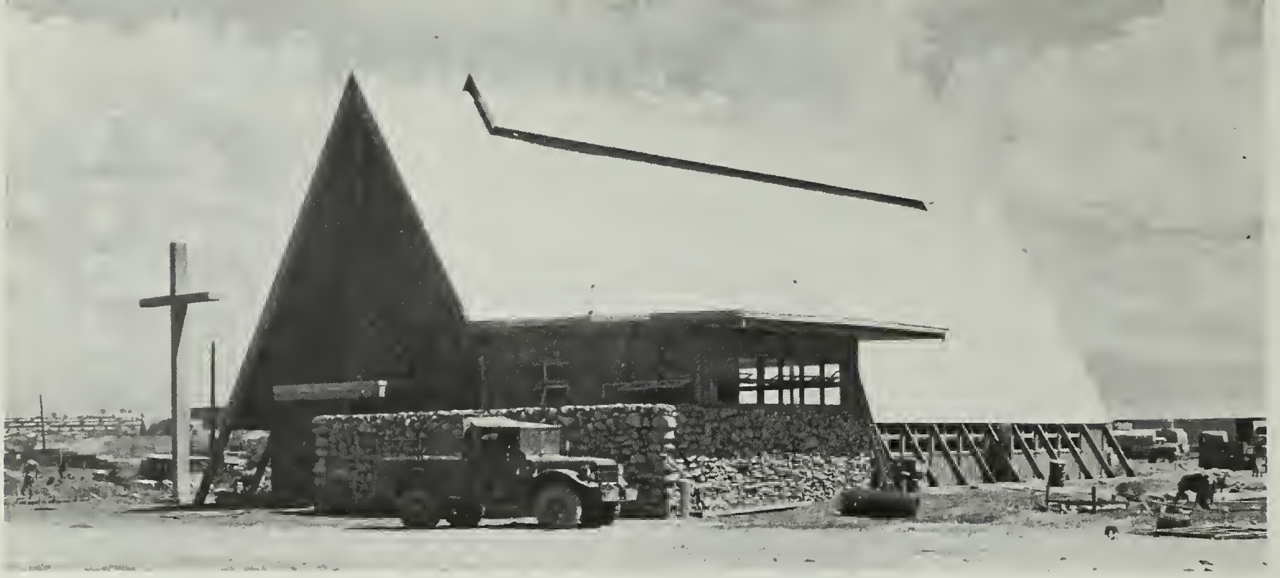
▒ NOT ELIGIBLE

N/A NOT APPLICABLE AS PERSON IS ENTITLED TO BENEFITS LISTED ELSEWHERE.

▨ ELIGIBLE ONLY IF ADMINISTERING AGENCY DETERMINES THAT FOR ITS PURPOSES THE DISCHARGE WAS NOT UNDER DISHONORABLE CONDITIONS

	GENERAL DD Form 257N (Under Honorable Conditions)			HONORABLE DD Form 256N (Benefits listed may also be applicable to personnel receiving General Discharges for these reasons)						
NDUCT 312	UNFITNESS C-10311	SECURITY C-10310A	UNSUITABILITY C-10310 APPLICABLE TO HONORABLE DISCHARGES IN THIS CATEGORY ALSO.	MINORITY C-10309	DEPENDENCY OR HARDSHIP C-10308	CONVENIENCE OF THE GOVERNMENT C-10306	DISABILITY C-10305	FULFILLMENT OF SERVICE OBLIGATION C-10304 & C-10317	EXPIRATION OF ENLISTMENT C-10304 & C-10317	
										I. BENEFITS ADMINISTERED BY THE VETERANS ADMINISTRATION
✱	✱	✱	✱	✱	✱	✱	✱	✱	✱	1. Wartime disability compensation
✱	✱	✱	✱	✱	✱	✱	✱	✱	✱	2. Wartime death compensation
✱	✱	✱	✱	✱	✱	✱	✱	✱	✱	3. Peacetime disability compensation
✱	✱	✱	✱	✱	✱	✱	✱	✱	✱	4. Peacetime death compensation
✱	✱	✱	✱	✱	✱	✱	✱	✱	✱	5. Dependency and indemnity compensation to survivors
✱	✱	✱	✱	✱	✱	✱	✱	✱	✱	6. Service pension; Nonservice connected disability pension
✱	✱	✱	✱	✱	✱	✱	✱	✱	✱	7. Educational assistance
✱	✱	✱	✱	✱	✱	✱	✱	✱	✱	8. Pensions to widows and children
✱	✱	✱	✱	✱	✱	✱	✱	✱	✱	9. Hospital and domiciliary care
✱	✱	✱	✱	✱	✱	✱	✱	✱	✱	10. Medical and dental care
✱	✱	✱	✱	✱	✱	✱	✱	✱	✱	11. Prosthetic appliances
✱	✱	✱	✱	✱	✱	✱	✱	✱	✱	12. Seeing-eye dogs, mechanical and electronic aids
✱	✱	✱	✱	✱	✱	✱	✱	✱	✱	13. Burial benefits (flag and expenses)
✱	✱	✱	✱	✱	✱	✱	✱	✱	✱	14. Special housing
✱	✱	✱	✱	✱	✱	✱	✱	✱	✱	15. Vocational rehabilitation
✱	✱	✱	✱	✱	✱	✱	✱	✱	✱	16. Orphans educational assistance
✱	✱	✱	✱	✱	✱	✱	✱	✱	✱	17. Home and farm loans, business loans *
✱	✱	✱	✱	✱	✱	✱	✱	✱	✱	18. Autos for disabled veterans
										II. BENEFITS ADMINISTERED BY THE MILITARY DEPARTMENTS
✱	✱	✱	✱	✱	✱	✱	✱	✱	✱	1. Mileage
✱	✱	✱	✱	✱	✱	✱	✱	✱	✱	2. Mustering-out payment **
✱	✱	✱	✱	✱	✱	✱	✱	✱	✱	3. Headstone marker (Sec. Army administers)
✱	✱	✱	✱	✱	✱	✱	✱	✱	✱	4. Payment for accrued leave
✱	✱	✱	✱	✱	✱	✱	✱	✱	✱	5. Transportation for dependents and household goods
✱	✱	✱	✱	✱	✱	✱	✱	✱	✱	6. Burial in national cemetery (Sec. Army administers)
▒	▒	▒	▒	✱	✱	✱	✱	✱	✱	7. Retain and wear uniform home
✱	✱	✱	✱	✱	✱	✱	✱	✱	✱	8. Notice to employer of discharge
✱	✱	✱	✱	✱	✱	✱	✱	✱	✱	9. Award of medals, crosses and bars
✱	✱	✱	✱	✱	✱	✱	✱	✱	✱	10. Admission to the Naval Home
▒	▒	▒	▒	N/A	N/A	N/A	N/A	N/A	N/A	11. Travel in kind
▒	▒	▒	▒	N/A	N/A	N/A	N/A	N/A	N/A	12. Cash allowance ($25)
✱	✱	✱	✱	N/A	N/A	N/A	N/A	N/A	N/A	13. Suit of civilian clothes ($30)
✱	✱	✱	✱	✱	✱	✱	✱	✱	✱	14. Board for Correction of Naval Records
✱	✱	✱	✱	✱	✱	✱	✱	✱	✱	15. Death gratuity
✱	✱	✱	✱	✱	✱	✱	✱	✱	✱	16. Navy Discharge Review Board
✱	✱	✱	✱	✱	✱	✱	✱	✱	✱	17 Use of wartime title and wearing of uniform
										III. BENEFITS ADMINISTERED BY OTHER FEDERAL AGENCIES
✱	✱	✱	✱	✱	✱	✱	✱	✱	✱	1. Homestead preferences (Sec. Interior)
✱	✱	✱	✱	✱	✱	✱	✱	✱	✱	2. Civil Service employment preference (Civ. Ser. Com.)
✱	✱	✱	✱	✱	✱	✱	✱	✱	✱	3. Credit for retirement benefits (Civ. Ser. Com.)
✱	✱	✱	✱	✱	✱	✱	✱	✱	✱	4. Reemployment benefits (Sec. Labor)
✱	✱	✱	✱	✱	✱	✱	✱	✱	✱	5. Naturalization benefits (Atty. General)
✱	✱	✱	✱	✱	✱	✱	✱	✱	✱	6. Reclaimed lands preference (Sec. Interior)
✱	✱	✱	✱	✱	✱	✱	✱	✱	✱	7. Employment as District Court bailiffs
✱	✱	✱	✱	✱	✱	✱	✱	✱	✱	8. D. C. police, fireman, and teacher retirement credit
✱	✱	✱	✱	✱	✱	✱	✱	✱	✱	9. Housing for distressed families of veterans (HHFA)
✱	✱	✱	✱	✱	✱	✱	✱	✱	✱	10. Preference in purchasing defense housing (HHFA)
✱	✱	✱	✱	✱	✱	✱	✱	✱	✱	11. Farm loans (Sec. Agriculture)
✱	✱	✱	✱	✱	✱	✱	✱	✱	✱	12. Farm housing loans (Sec. Agriculture)
✱	✱	✱	✱	✱	✱	✱	✱	✱	✱	13. Unemployment benefits
✱	✱	✱	✱	✱	✱	✱	✱	✱	✱	14. Social Security wage credits for WW II Service (Sec. HEW)
✱	✱	✱	✱	✱	✱	✱	✱	✱	✱	15. Employment preference in Farm Credit Banks

** Mustering-out payment applies to those who entered on active duty before 1 Feb 1955.



THE NSAD CHAPEL was a labor of love for MCB Eight and a change from usual construction job in Vietnam.

INSIDE JOB—Seabees put their skills to work to build pews. *Below:* Constructionman works on altar. *Below, right:* Twenty-one-foot concrete cross is moved into prominent position in front of the Navy chapel.

Building a Church

Rising out of the dusty plains of Rosemary Point, Republic of Vietnam, is a new structure, different in design from those surrounding it. It is a chapel for the Naval Support Activity Detachment that is being built by Seabees of Mobile Construction Battalion Eight.

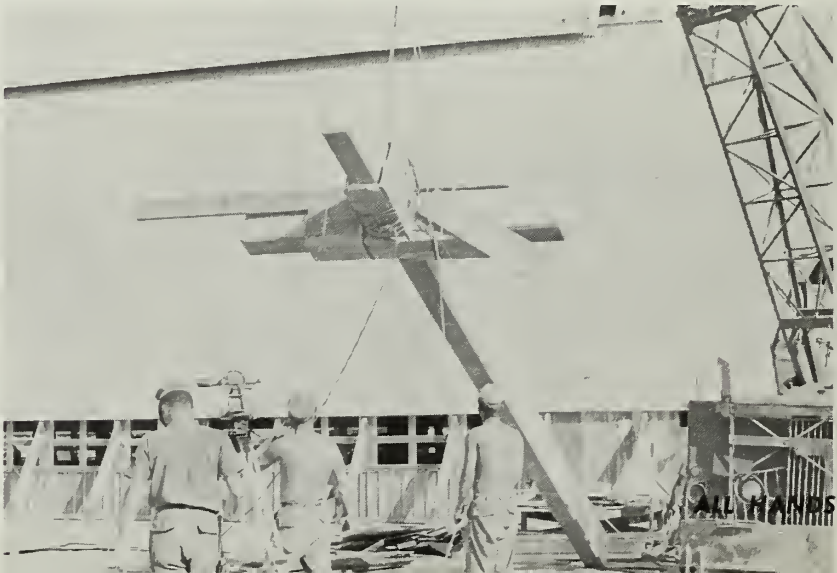
Dwarfing its neighboring Butler buildings and strongback huts, the A-frame structure rises 41 feet into the air with a glistening tin roof visible for miles.

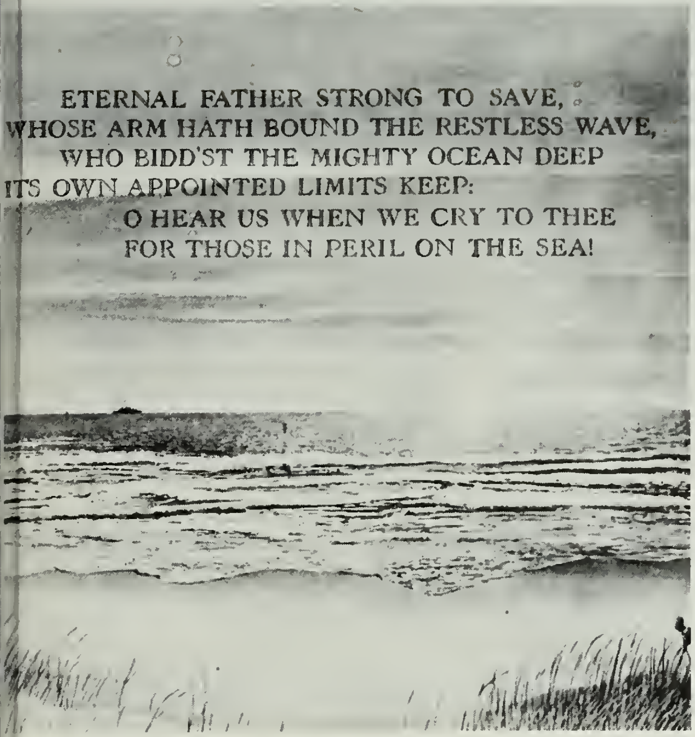
The 42- by 108-foot chapel utilizes modern methods of design that might be seen in churches in towns of the U. S. The structure is made entirely of wood, with the exception of the tin roofing and a concrete floor.

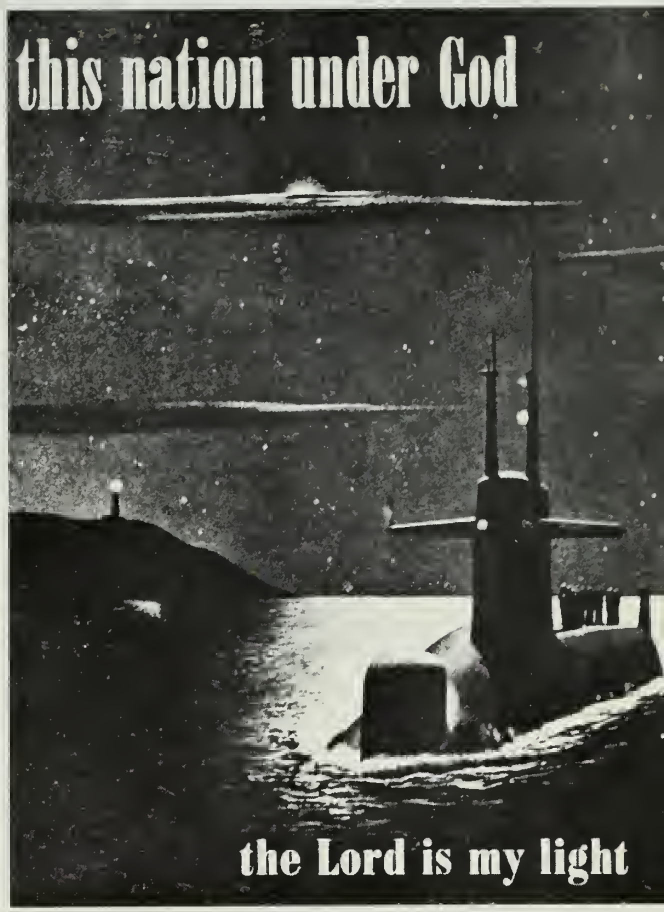
The building of the NSAD chapel has become a labor of love for the Seabees, who normally must be content with the routine construction of Butler buildings, strongback huts and helo pads.

"We are very proud of it," stated Builder Chief J. W. Gastor, crew leader for the project.

The chapel will contain a choir loft, a small sanctuary, seating capacity for 190 people and an altar. Outside, a 21-foot cross has been erected.




ETERNAL FATHER STRONG TO SAVE,
WHOSE ARM HATH BOUND THE RESTLESS WAVE,
WHO BIDD'ST THE MIGHTY OCEAN DEEP
ITS OWN APPOINTED LIMITS KEEP:
O HEAR US WHEN WE CRY TO THEE
FOR THOSE IN PERIL ON THE SEA!

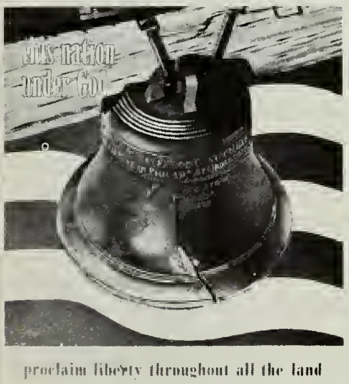


Award to Chaplains

These posters are part of the series which won the George Washington Honor Medal Award for the Chaplain's Division of the Bureau of Naval Personnel. The award is sponsored by the Freedom Foundation of Valley Forge.

The series entitled "This Nation Under God," includes 12 posters and matching chapel bulletins. The series portrays the inspiration of religious thought and points up the Navymen's awareness of their spiritual heritage.

The poster series was identified as an outstanding accomplishment in helping to achieve a better understanding of the American way of life.


this nation under God
proclaim liberty throughout all the land

THE BULLETIN BOARD

Here's Opportunity for Officers Who Want to Specialize

The Navy has once again extended an invitation to permanently commissioned officers of the Regular Navy to transfer between the unrestricted line and the restricted line.

The conditions under which such transfers can be made are set forth in BuPers Inst 1120.33D. This directive provides that permanently commissioned line officers of the Regular Navy may become restricted line officers designated for Engineering Duty (1400), Weapons Engineering Duty (Ordnance, 1510), Weapons Engineering Duty (Aeronautical, 1510), Aeronautical Engineering Duty Meteorology, 1530) or Special Duty (1610, 1620, 1630 and 1650).

Permanently commissioned officers of the restricted line of the Regular Navy can transfer to the unrestricted line (1100, 1310, 1320 and 1350).

To be eligible for transfer to the Regular Navy's restricted line, an officer of the Regular Navy must have completed at least three years of active commissioned service as of 1 December of the calendar year in which application is made.

Officers who apply for codes 1400 and 1510 must not have reached the third anniversary of the date of rank as commander. Officers who apply for codes 1530, 1610, 1620, 1630 and 1650 cannot be above the grade of lieutenant commander unless they are air intelligence officers (1350 AI) applying for transfer to code 1630. The maximum grade in this instance is commander.

There are no minimum educational requirements for transfer, but officers recommended for redesignation will be competing for promotion and duty assignments with fellow officers and should possess similar educational backgrounds. For this reason, the Instruction sets forth the following qualifications as being particularly desirable:

- **Aeronautical Engineering Duty** (Meteorology, Code 1530)—Applicants should have a college degree in meteorology or in any field of engineering, chemistry, mathematics, physics or oceanography, combined with 30 semester hours of meteorology. College graduates who have taken the meteorology curriculum at the U. S. Naval Postgraduate school will also be considered. At least two years of experience in a meteorology billet are also desirable.
- **Special Duty, Cryptology** (Code 1610)—A college degree is desired, preferably in linguistics, economics, engineering, physics or mathematics. Training or experience in research techniques is also considered advantageous. Appointees to Code 1610 must have a top secret security clearance.
- **Special Duty, Law** (Code 1620)—Applicants must have a degree from a law school accredited by the American Bar Association. They must also be members of the bar of a federal court or the highest court of a state or territory of the United States or the District of Columbia.
- **Special Duty, Intelligence** (Code 1630)—Applicants having a college degree with majors in industrial engineering, architecture, government or political science, archaeology, geology, geography, cartography, language, hydrography, photogrammetry, science, law, transportation and other fields of allied intelligence are desired.

William Roger Moul, CTC, USN

"Good afternoon, this is the Office of the Assistant to the Director for the Procurement and Subsequent Development of Extracurricular Logistic Support Functions, Department of the Navy, extension 272, this is Yeoman Second Class Ebner speaking, may I be of some assistance to you, Sir . . . Sir? . . . Hello? . . . Sir? . . ."

- **Engineering Duty** (Code 1400)—Graduates of an accredited college or university are preferred if they have at least a baccalaureate degree in engineering or science and have completed, or are enrolled in, postgraduate training.

The applicants' postgraduate work should be aimed toward earning a master's degree in any phase of engineering or science related to the responsibilities of the Naval Ship Systems Command or Naval Electronic Systems Command.

Naval architecture, mechanical engineering, electrical engineering and engineering electronics are fields of primary interest and the disciplines involved in design, construction, repair and maintenance of naval ships and their installed equipment are also considered desirable.

Other related disciplines include research and development and shore electronics matters.

A background of three years afloat, including one year of engineering, is also preferred.

- **Weapons Engineering Duty** (Ordnance, Code 1510) and (Aeronautical, Code 1510)—Educational requirements are similar to those for engineering duty. Applicants should also have successfully completed postgraduate training in the field of engineering, science or management, normally culminating in a Master's degree or its equivalent. In addition, four years of experience in Fleet units are considered desirable.
- **Air Intelligence Officers** (1350 AI)—Officers who hold this designator are specifically included in line transfer to 1630. Operational experience at sea and previous experience in intelligence are also desirable.
- **Special Duty, Public Affairs** (Code 1650)—Officers with a college degree and a major in mass

communications are preferred. The major can include public relations, journalism, advertising, radio, television and associated fields. Applicants should have served previously in public affairs billets.

Education and experience qualifications listed for any of these designators are not ironclad. Officers who are interested in transfer between the restricted and unrestricted line may apply even if they do not meet all the requirements for the designator in which they may be interested.

Waivers of eligibility requirements will be considered individually as the needs of the service dictate. Applicants should, however, have a broad background in the specialty they request.

Applications, whether to the restricted or unrestricted line of the Regular Navy should be sent to the Chief of Naval Personnel (Attn: Pers-B643). Applications for restricted line duty must reach the Bureau of Naval Personnel before 1 November each year. The selection board normally convenes in December.

Full details concerning methods of applying for transfer including the documentation necessary may be found in BuPers Inst. 1120.33D.

• NEW LDO/WO CATEGORIES

FOR DP—If your rating is data processing technician, you can now apply for selection to warrant officer and stay in your own field.

The following new categories have been added to the LDO/Warrant path of advancement list:

- LDO Category—Data Processing (623X)
- Warrant Category—Data Processing Technician (783X)

BuPers Notice 1120, which announces the establishment of the new categories, also modifies the eligibility requirements for warrant officer (783X) found in the basic LDO/warrant instruction (BuPers Inst 1120.18M).

The modifications, however, apply only to applicants to be considered by the February 1968 in-service procurement selection board. The new requirements are:

- Age: 23 to 39.
- Pay grades eligible: E-6 through E-9. Active service: Six to 20 years.

On the Subject of Junior Officer Retention

The means by which well qualified junior officers can be retained in the Navy on a career basis is receiving widespread attention, from the Secretary of the Navy to the smallest command.

While recognizing the need for a continuing effort at all levels, BuPers maintains that the most effective measures are those undertaken by local, Fleet and type commands.

To assist individual commands in their retention effort, the Chief of Naval Personnel has issued BuPers Inst. 1133.19 which sets forth command responsibilities for instituting effective local junior officer retention programs.

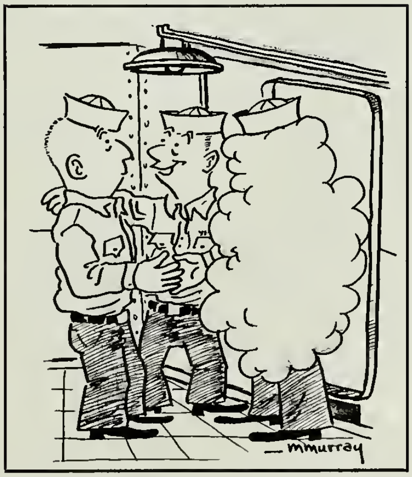
In the place of a definitely prescribed course of action, the Instruction suggests the following measures:

Local commanders can provide senior officers to point out the advantages of a naval career and, at the same time, advise junior officers of the steps they can take to further their professional growth as naval officers.

This counseling can be provided at the time when the junior officer is faced with choosing between a Navy or civilian career.

Local commanding officers can strengthen their retention program by establishing informal liaison with the Bureau of Naval Personnel concerning junior officers who have demonstrated career potential and who have expressed an interest in a naval career.

Melville C. Murray, SC, LT, USNR



"Ed, meet Jones, the Dry Provisions Storeroom Storekeeper."

Such liaison will enable the Bureau to contact the officer personally, either by telephone or personal letter, to provide direct career appraisal and counseling information which will assist him in furthering his career.

The Instruction also encourages individual commanding officers to see that the achievements of their junior officers are recognized, either by ceremonial means or through home-town press coverage. Specific instances worthy of recognition include augmentation by Reserve officers, promotion, selection for special programs or training and other achievements.

Although local commands are in a particularly advantageous position to motivate young officers to remain in the Navy, Fleet and type commands can also help by maintaining close contact with subordinate commands and supervising their retention efforts. They can also provide a focal point for information and inquiries concerning officer programs and career planning.

The Instruction enlists the aid of Fleet and Type Commanders in maintaining liaison with the Bureau of Naval Personnel so that matters concerning officer retention can be expeditiously processed.

While the most effective measures for retention are those taken at the local level by individual commanding officers and the type and Fleet commands, the Bureau of Naval Personnel will continue to play a major role in the retention program.

Assignment officers from the Bureau will continue to visit ships and stations in the continental United States and Hawaii. Similar field trips will be made to other locations around the world as the Chief of Naval Personnel dictates. The Bureau will also provide technical assistance and information to all ships and stations.

There is already a considerable amount of information available to assist commands in establishing their officer retention programs.

Here is a partial listing of instructions and notices of particular interest:

Active duty agreements for Reserve officers—BuPers Inst 1120.22 series.

Appointment to commissioned warrant grade in the Naval Reserve of resigned or separated commissioned or warrant officers—BuPers Inst 1920.9 series.

Assignment to duty with Joint, Combined, Allied and Office of the Secretary of Defense staffs—SecNav Inst 1412.4 series; BuPers Inst 1412.11 series.

Assignment and rotation of LTJG and Ensign; *Officer Fact Book*—NavPers 15898.

Augmentation program—BuPers Inst 1120.12 series.

Billet and officer designator codes—BuPers Inst 1210.4 series.

Changes of designator (Eng Duty, Aero Eng Duty, Special Duty)—BuPers Inst 1120.33 series.

Data card—BuPers Inst 1301.34 series.

Deep sea diving training—*BuPers Manual*, Article D-1503.

Destroyer School—ComCruDesLant Inst 1520.22 series; ComCruDesPac Inst 1520.9 series.

Distribution plan for unrestricted line officers—BuPers Inst 1301.31 series.

Early Release from active duty—*BuPers Manual*, Articles C15501-04; Alnav 45, Navop 26.

Education and foreign language ability; reporting of—BuPers Inst 1520.83 series.

Explosive ordnance disposal training—*BuPers Manual*, Article C-7306.

Extension of active duty—*BuPers Manual*, Article C-15301.

Foreign language instruction—BuPers Inst 1520.93 series.

Interservice transfer—BuPers Inst 1120.34 series.

Naval aviator/flight officer (NFO) training—BuPers Inst 1520.20 series.

Naval Security Group tours—BuPers Inst 1331.2 series.

Nuclear power training (submarine or surface)—BuPers Inst 1520.88 series.

Nuclear propulsion program; qualification and assignment—BuPers Inst 1540.40 series.

Overseas separation—*BuPers Manual*, Article C-10201.

Overseas service, rotation of naval personnel, and overseas movement of dependents and household goods—BuPers Inst 1300.26 series.

Postgraduate education program—BuPers Notice 1520 (issued annually in the spring) BuPers Inst 1520.50 series.

Postgraduate billet requirements—OpNav Inst 1211.6 series.

Preference and personal information card—*BuPers Manual*, Article B-2209.

Qualification for command of destroyer—*BuPers Manual*, Article C-7316.

Recall (involuntary) to active duty of Ready Reservists—BuPers Inst 1001.15 series.

Recall (voluntary) to extended active duty—BuPers Inst 1141.1 series.

Redesignation of officers from code 1310 to 1100—*BuPers Manual*, article C-7318.

Reserve change of designation—BuPers Inst 1210.12 series.

Reserve commission after active duty—BuPers Inst 1920.9 series.

Separation policies—SecNav Inst 1920.3 series.

Spot promotions—SecNav Inst 1421.3; Alnav 13; NavOp 01.

Study plan for officers and warrant officers on active duty—BuPers Inst 1500.49 series.

Submarine training—BuPers Inst 1520.6 series.

Subspecialty—OpNav Inst 1040.2 series, OpNav Inst 1211.6 series, BuPers Inst 1210.13 series.

TAR program—*BuPers Manual*, Article C-1104B.

Temporary promotion of officers—BuPers Inst 1421.3 series.

Test pilot training—BuPers Inst 1331.3 series.

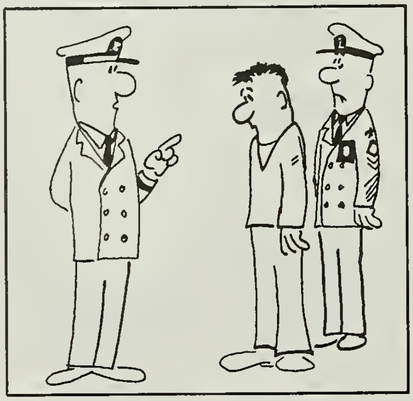
Transfer of Regular Navy officers between the unrestricted line and Supply or Civil Engineers Corps—BuPers Inst 1210.11 series.

Tuition Aid—BuPers Inst 1560.10 series.

Undergraduate Training—BuPers Inst 1520.97, BuPers Inst 1520.98.

Underwater demolition training—*BuPers Manual*, Article C-7305.

P. O. McVay, ENS, USNR



"One does not wander about the ship without one's hat."

• OPEN HOUSING—The Navy's efforts to insure housing equality for Navymen who live off base have already achieved open housing in several localities.

As examples, in Bainbridge, Md.; Patuxent, Md.; Annapolis, Md.; and Jacksonville, Fla., most of those who manage apartments and trailer courts have agreed to provide housing on an equal opportunity basis.

At Patuxent and Annapolis, all owners and managers of apartments and trailer courts in the vicinity have agreed to open housing for all military men. All but one facility each at Bainbridge and Jacksonville have agreed to the same principle.

In specific areas designated by Department of Defense, if the management of an apartment or trailer court refuses to comply with the open housing policy, the Navy will not authorize Navymen to enter into new leases or rentals in those facilities.

The above agreements of the local housing managers followed a series of meetings between owners and operators and Defense Department officials.

The new policy has been applied to the metropolitan Washington, D. C. area. AlNav 31 provided regulations relating to the area around Andrews AFB and Ft. Meade, and an addition to this AlNav provided the directions on open housing in metropolitan D. C. Further additions are possible.

Compliance with the provisions of the AlNav is required of *all Navymen receiving orders to any one of the above designated places or anyone renewing leases in those areas.* The AlNav stipulates that before renting or leasing living quarters, a Navyman must first consult his new C. O., who will direct him to the appropriate housing referral office.

A Visit to Great Lakes—The Second Time Around

EACH YEAR about 60,000 recruits and 20,000 service school students complete their training at the Great Lakes Naval Training Center and leave for the Fleet. At any given time, the average military population runs to about 27,000. This includes students, recruits and some 6000 officers and enlisted personnel who maintain the NTC facilities and conduct the training.

The chances are pretty fair that you have already visited Great Lakes but in your earlier visit you weren't greatly concerned about living conditions as they applied to the Navyman and his family. Such problems were handled for you and you had other things to worry about.

Now, it's different. You're going back as an alumnus—more or less—and you've probably got a family to consider. The Naval Training Center is no longer a subject of apprehension or an unknown quantity. It's just another duty station.

Here's a brief report on what you may expect to find.

First, a brief look at the general picture. Then we'll get down to specifics.

Great Lakes Naval Training Center is located slightly more than 40 miles north of Chicago on the shores of Lake Michigan. North Chicago is slightly to the south, Waukegan to the north, and Libertyville to the west.

It is the headquarters of the Ninth Naval District; NTC itself consists of five major commands (Recruit Training Command, Service School Command, Naval Administrative Command, Naval Examining Center and Marine Barracks); and in addition, the following tenant commands:

U. S. Naval Hospital; Naval Supply Depot; Naval Medical Research Unit Four; Fleet Home Town News Center; Navy Regional Finance Center; Public Works Center Great Lakes; Midwest Division, Naval Facilities Engineering Command; Naval Hospital Corps School; Navy Electronics Supply Office; and an Office of Industrial Manager.

- **Recruit Training Command**—Since first organized in 1911, RTC has developed into a large community in its own right. The 60,000 recruits who undergo nine weeks of boot camp at RTC each year are supervised by a staff of 750 officers and enlisted instructors who concentrate on turning civilians into Navymen.

RTC employs both old and new training techniques. In addition to such long-standing recruit training practices as drilling on a grinder, the boot camp conducts classroom work through closed-circuit television. Using the TV technique, as many as 5000 recruits can be taught by a single instructor. During the past two years, RTC-TV helped to instruct more students than 25 individual instructors could teach in 40 years.

- **Service School Command**—It has been estimated that as many as one-third of all U. S. naval personnel on active duty have at one time or another received training at Great Lakes' Service School Command. At any given time, some 10,000 officers and enlisted personnel are SSC students.

Seventy-eight separate courses are taught in the 23 Class "A," "B" and "C" schools, plus officer courses. The longest course offered is Electronics Maintenance, which takes a whopping 48 weeks. Other courses are as short as two weeks.

The SSC faculty is comprised of approximately 1000 officers and petty officers—all highly skilled veterans with a knack of communicating their specialized knowledge to others.

- **Naval Administrative Command**—With a staff of nearly 2600 officers and enlisted men, NAVADCOM provides operational and administrative assistance to other NTC activities, such as the Recruit Training and Service School commands. NAVADCOM sees to it that highest standards are maintained with regard to food, recreational and medical facilities, mail delivery and other aspects necessary for the morale and well-being of Great Lakes personnel.

Peter E. Puig, SFM2, USN

"Hey, buddy, you'll never catch anything with that rig"

There are 11 departments under NAVADCOM: Communications, Chaplains, Medical, Dental, Legal, Special Services, Supply, Military Personnel, First Lieutenant, Security and Administrative. The many services provided help to make Great Lakes a comfortable place to be stationed.

The Great Lakes Navy Family Services Center, located in Bldg. 130 aboard the Naval Administrative Command, will gladly provide assistance and referral for you and your family with "Welcome Aboard" information kits, hospitality kits, housing and schools information, etc.

- **Naval Examining Center**—This major Great Lakes command plays a significant role, to say the least, in the promotion plans of most U. S. Navy personnel. The Examining Center is the central control point for the development, distribution and scoring of all advancement exams, and also conducts a variety of special programs.

Both military and civilian personnel are assigned to the Center—all must meet exacting qualifications. Only CPOs of the highest caliber are assigned as test "item" writers. The Navy feels that chiefs who excel in their respective ratings are best qualified to write examinations within their own fields.

- **Marine Barracks**—U. S. Marines have served at NTC Great Lakes since 1918. In addition to operating the station brig, Marine Barracks personnel run the NTC rifle range and provide instructors for a number of courses under the Service School Command. The Marines also furnish honor guards, marching units, color guards and official escorts for civic ceremonies within a 100-mile radius of Great Lakes.

One of the more colorful duties

handled by the Marine Barracks is the daily posting of colors in front of the Ninth Naval District headquarters building.

NTC Tenant Commands

A variety of tenant commands and specialized units at NTC includes the Great Lakes Naval Hospital, a modern 15-floor structure with 16 clinics, 11 operating rooms and facilities for 1500 patient beds. The hospital functions as a general hospital, and makes its many facilities available to patients from all branches of the armed forces.

The hospital compound is a city in itself with chapel, library, and exchange facilities which include beauty and barber shops, shoe repair and tailor shops, and a cafeteria. The compound also contains a theatre designed to accommodate wheelchair and cast patients, music and recreation rooms, clubs, bowling lanes, pool room, indoor swimming pool and gymnasium.

The Naval Supply Depot, another Great Lakes tenant, furnishes material and accounting support to all commands in the NTC complex. Food, clothing and supplies are processed through the Depot. Another important function for the Supply Depot is to arrange for the shipment or delivery of household goods.

Naval Medical Research Unit Four (NAMRU 4), located on the hospital grounds, seeks methods for the prevention and control of acute respiratory disease among naval personnel, particularly recruits.

The Fleet Hometown News Center provides service to more than 9000 newspapers and nearly 2500 radio stations throughout the United States. FHTNC lets the folks back home know what you are doing.

Disbursing and accounting services for NTC, as well as the entire Ninth Naval District and specific areas of other Naval Districts, are handled by the Navy Regional Finance Center, which is staffed by 26 military personnel and 211 civilians. (More on pay follows.)

More than 850 Navy and civilian personnel work for the Great Lakes Public Works Center, which provides all the usual PW services—building and road maintenance, electricity, water, gas and sewage. The PWC is big business with an annual expenditure of some $8 million.

The Midwest Division, Naval Facilities Engineering Command, is also located at Great Lakes. This special office is staffed mainly by civilians and Navy Civil Engineer Corps officers. The office administers programs relating to the planning, design and construction of housing, public utilities and other facilities.

An "A" school with the status of an independent activity is the U. S. Naval Hospital Corps School. As the name implies, this school trains enlisted personnel in the basic subjects and procedures required to qualify them for duties as general service hospital corpsmen. An average of 3500 HMs are graduated each year.

The U. S. Navy Electronics Supply Office at Great Lakes manages the $445 million fleetwide inventory of electronic repair parts and equipment.

General Information

When you arrive at Great Lakes, you'll probably be assigned to, or have orders to, one of the commands or offices mentioned above. You'll no doubt have plenty of questions with regard to what's available to help you keep your personal affairs in order and to make your tour a pleasant one.

Great Lakes and vicinity have plenty to offer. Located within an hour's drive of both Chicago and Milwaukee, Great Lakes is a convenient starting point for a wide variety of activities. Museums, top professional sporting events, golf, concerts, opera, night clubs, hunting and fishing—you name it and chances are you'll find your favorite pastime not far from NTC. If you want to travel outside the area, you'll find commercial ticket agents representing all major transportation media conveniently located in the Navy Regional Finance Center. Bus and taxi transportation is available on and off the base.

However, chances are you'll spend most of your time on the base, simply because the base has plenty to offer.

Household Goods—Possibly one of the first things you'll want to check on is the status of your household effects. The Naval Supply Depot has a special Household Goods Office located in Bldg. 3200 which will advise you regarding your shipment. Once you establish a permanent residence, the Household Goods Office will arrange for your belongings to be delivered.

If you're not able to find permanent quarters upon arrival, you may have your goods placed in storage for 90 days, with a second 90-day-free-storage period possible.

Disbursing—If you're like most

IT'S A UNIFORM tradition in the Navy to pass your copy of ALL HANDS magazine on to nine of your shipmates.

Navymen, chances are you'll arrive at Great Lakes and ask "Where's Disbursing?". If you're a service school student, your personnel office will forward your pay record to the Navy Regional Finance Center, your pay will be computed, and you'll receive your check the following day. Hospital corps students are paid the same day they check in. Hospital staff personnel are paid immediately upon request after checking in.

Payday is held every two weeks on alternate Tuesdays or Thursdays, depending on where you are assigned. All the usual disbursing services are available (allotments, special pay, advance pay, etc.).

Private Automobile—You may drive your car on base only if it can pass a safety inspection, and provided you have liability insurance with an approved company.

Housing—Note: Information on housing is always subject to change. The following data will give you a general idea of the current situation.

Assignment to government quarters (there are approximately 1900 units available) is made by the Housing Office, Bldg. 2700. The waiting period for assignment varies from five to eight months, depending on the number of bedrooms you require.

Units designated as Public Quarters are available to officers and enlisted personnel (E-4 with four years' service and above). Assignment to Public Quarters means forfeiture of your quarters allowance.

If you're an E-4 (less than four years' service) or below, you may apply for rental housing, the charge for which varies according to the number of bedrooms you require.

There are no temporary housing or guest house facilities at the NTC.

All quarters are equipped with stove and refrigerator. Public Quarters normally are equipped to handle automatic washers and dryers, and some Navy-owned furniture is available to supplement your own goods. Inadequate Public Quarters (rental housing) are unfurnished except for stove and refrigerator.

You may apply for housing before reporting to Great Lakes. You should address your letter to the Housing Office, Attn: Assignment Division, Public Works Center, Naval Training Center, Great Lakes, Ill.

Be sure to list the names of all your dependents, their relationship to you, the birthplace of your children, the command to which you are reporting, and the expected length of your tour.

For planning purposes, note that you must be ordered to a Great Lakes command for a tour of shore duty, or to a school course lasting at least 40 weeks, before you may be eligible for family housing.

If you're an officer, you must enclose one copy of your permanent change of station orders, complete with detaching endorsement. If you're an enlisted man, you must enclose one certified copy of the Standard Transfer Order, complete with transfer code date.

• VIETNAM HONOR MEDAL—United States servicemen have been authorized by Public Law 89-257 to accept foreign awards which are also conferred upon the donor country's own military forces.

Although this covered most foreign decorations being awarded for service in Vietnam, it excluded the Vietnamese Medal of Honor First and Second Class, neither of which were awarded to the Vietnamese military forces.

Recently, however, the Vietnamese government redesignated these decorations as the Armed Forces Honor Medal and made Vietnamese forces eligible to receive it.

This step now makes it permissible for U. S. servicemen to accept, retain and wear the award.

Civilian Housing—The Great Lakes area offers a variety of civilian housing within reasonable price ranges. The greatest availability is in houses, rather than apartments. Purchase and rental prices generally are higher than in most other areas of the United States. (For example, the average monthly rent for a one-bedroom apartment is $85 plus utilities; a two-bedroom, unfurnished apartment usually goes for $120 monthly, plus utilities.) Most civilian rentals involve lease periods, normally for one year. Listings of off-base housing are maintained in the NTC Housing Office.

Trailers—If your home is a mobile one, you'll find a limited number of trailer spaces offered to enlisted personnel at the Green Bay trailer court. A fixed rental charge is made for the space and all utilities, with the exception of telephone and fuel for heating and cooking.

The waiting period for trailer space varies; normally it depends on the size of your trailer. You should note that you must own a mobile home at the time you apply for trailer space in order to be eligible for Green Bay. Precedence on the waiting list is determined by date of application, but will not be earlier than the date you are actually detached from your previous command.

A number of civilian trailer parks are located within a 10-mile radius of Great Lakes. The average rental charge is $43 monthly, plus utilities.

Medical & Dental—An abundance of dispensaries and dental clinics, plus the presence of one of the Navy's most modern hospitals, makes it easy for you and your dependents to receive the finest in care. Dependents receive both inpatient and outpatient medical care at the Naval Hospital.

Schools—Numerous public, private and parochial school are located in the Great Lakes area. Students are assigned on the basis of capacity, location and grade. Assignments may change, depending on the number of students registered from the various housing areas.

Bus transportation is usually available at no cost for students in grades up to and including the eighth grade. Transportation to high schools is available at a fixed price per ride, or at a fixed rate per term.

A nursery for pre-school children is maintained on the base. Care is offered on an hourly, daily, weekly or monthly basis.

Recreation—The Special Services departments of the Naval Administrative Command and the U. S. Naval Hospital provide a comprehensive recreation program for military personnel and dependents.

Eligibility Rules Set For Deferment of Vietnam Duty

Under certain circumstances, Navymen may be exempted or deferred from service in Vietnam. The subject of family deferments in connection with Vietnam is covered in BuPers Inst 1300.38.

For purposes of exemptions and deferments, Vietnam service refers to duty with a unit located within the geographic boundaries of South Vietnam, with a nonrotating unit operating inshore and based in South Vietnam, or as an aircrewman who normally flies on combat missions.

When one member of a family is serving in Vietnam, a second member of the same family who receives orders to Southeast Asia can have those orders canceled, if he so requests in writing. As soon as the first man leaves the combat zone, however, the second again becomes liable for orders to Vietnam.

Similarly, when a man is captured or missing, others of the same family may receive deferments.

(In neither of the above cases, however, will a deferral be granted when the Vietnam service concerned consists of temporary duty for a period of less than 30 days.)

When a man dies as a result of Vietnam service, others of the same family may be exempted from Vietnam service for a period of at least six months. If two persons of the same family are serving in Vietnam and one is killed, the survivor may be transferred for a minimum period of six months.

The transfers and deferments explained above will be approved only when requested, in writing, by the Navyman concerned.

Those who qualify as sole surviving sons need not serve in the combat zone. Such exemptions are granted if requested by the Navyman concerned, or by his parents. If the parents request the deferral, however, the Navyman has the right to waive his eligibility for noncombat duty.

In no event is a Navyman who is less than 18 years of age sent to Vietnam. Also, men who are below pay grade E-3 or who have served less than four months on active duty are not issued orders to the combat zone.

When a deferment is requested, the man concerned will ordinarily remain at his current command until the request is acted upon by BuPers. If his unit is heading for Southeast Asia, however, the man will be transferred to a shore station to await orders.

Authority to Grant 96-hour Liberty Given Fleet Units

If your ship is sitting high and dry a good distance from home port, you may be able to go home on a "96" this weekend.

Navy Regulations authorizes the Chief of Naval Personnel to permit certain activities to grant 96-hour liberty when, because of the command's isolated location, or the nature of duties involved, normal liberty is inadequate.

In the past, the authority to grant 96s has been limited to shore activities located in remote areas, and, as a rule, the authority has been denied to Fleet units except under the most unusual circumstances.

However, as a result of a recent examination of Navywide leave and liberty policies, the Chief of Naval Personnel has determined that the granting of 96-hour liberty to Fleet units under certain specific situations could reduce family separation, and also compensate for other demands on Navymen which prevent their taking normal liberty.

As outlined in BuPers Inst 1050.10, the Chief of Naval Personnel will consider requests to grant 96-hour liberty from the following activities:

- Shore activities in isolated locations.
- Commands where the nature of the duties involved prevents adequate liberty.
- Ships undergoing overhaul away from home port.

In addition, the Chief of Naval Personnel will consider requests to grant 96-hour liberty on a one-time basis where special recognition of service under unusual circumstances appears warranted.

There are two ways to request the authority to grant 96-hour liberty.

Activities included in the first two categories above must address the request to the Chief of Naval Personnel (Pers A21) via the chain of command. The request should include justification based on the isolated location of the activity, or the nature of the duties performed.

On the other hand, ships undergoing overhaul away from their home ports may submit their requests directly to the Chief of Naval Personnel (Pers A21) with copies sent to chain of command addressees.

One-time-only requests must also go through the chain of command, and offer justification based on the special circumstances.

Requests from ships returning from scheduled deployments or overhauling in repair facilities within commuting distance of home port normally will not be granted.

A Look at an In-Port Liberty Program, *Columbus* Style

In-port liberty for the crews of Navy ships is an important morale factor, and the assignment of section watches has been studied by many with the aim of providing an improved liberty program.

A six-section liberty, for example, has been considered or tried by certain type commanders. In many cases, security requirements and operational demands do not permit ships to reduce their duty sections to this extent.

Here is a report on an alternative in-port liberty program which has been in use aboard USS Columbus *(CG 12) for about a year and a half. The report was forwarded through channels to the Chief of Naval Personnel and it drew considerable comment from Bureau personnel. It was suggested that the* ALL HANDS *audience might also be interested.*

The Columbus-*style liberty program is claimed by its proponents to provide a means of granting additional liberty and, at the same time, meet security requirements, maintain a high standard of training and readiness, and increase morale.*

Excerpts of the report, in revised form, written by CDR V. G. Warriner, USN, are published below:

ABOARD *Columbus* liberty commences at 1400 Monday through Friday, at 1130 on Saturday, and at 0800 on Sundays and holidays. Aside from the obvious morale advantages, this reduces the paper-work involving requests for early liberty and standbys.

Duty sections are arranged as follows:

Master and senior chief petty officers are in five sections. They do not stand watches. The weekend duty is split, with one section aboard Saturday, another section aboard Sunday.

Chief and first class petty officers are in four sections. They are assigned quarterdeck or engineering plant supervisor watches. Like the superchiefs, their weekends are split.

Other enlisted men stand four-section duty, with duty weekends (both Saturday and Sunday, once every four weeks).

Men in pay grades E-6 and above are granted split-weekend duty at their own request. This system enables married men to be with their families at least one day during a weekend in port, regardless of the CONUS operating schedule. Men in the lower pay grades (more of whom are unmarried), stand a full duty weekend, which allows them a better opportunity to travel to distant cities and take fuller advantage of recreational activities on their free weekends.

To compensate for the early liberty, the duty section works until 1700 Monday through Friday, and until 1300 on Saturday. The working day when underway lasts until 1700 Monday through Friday for all hands. A high degree of operational readiness is thus maintained, despite a liberal liberty policy.

Training readiness is maintained through an established training schedule. When underway, lectures and on-the-job training are conducted from 1830 to 1930 Monday, Wednesday and Friday. When the ship is in port, training sessions are held from 1300-1400 on Tuesdays and Thursdays.

When this liberty policy went into effect there were fears that there might be a reduction in training, operations, and material readiness. Had this happened the experiment would have been promptly ended. It did not happen.

It was soon obvious that, in addition to the predictable increase in morale, there would be no reduction in readiness. Consider the following points:

- The morale and conduct ashore have been exemplary. During our recent six-month deployment with the Sixth Fleet, *Columbus*—with a crew of 1000—had but 15 shore patrol reports. Liberty was granted on approximately 80 days, with an average of 300 men on liberty each day.
- Only one man was absent without leave during the three-week period immediately following the cruiser's return from the Med.
- Although this is not cited as a record, it is interesting to note that 78 per cent of *Columbus* Navymen who took the advancement examinations while overseas were rated. Of those who took the recent military examination, 98.6 per cent passed.
- All competitive exercises have been completed four months before the end of the training year. All departments have achieved competitive grades making them eligible for departmental "E"s. *Columbus* is therefore in an excellent position to be awarded the battle efficiency "E" for cruisers.
- *Columbus* has maintained the type commander's training readiness posture "B", which indicates all exercises, both competitive and noncompetitive, were conducted with at least the normally expected frequency.

From time to time a six-section watch has been recommended to increase in-port liberty. It is suggested that the *Columbus* liberty program be considered as one alternative to the six-section watches or the type of watch now being used in the majority of Navy ships.

—V. G. Warriner, CDR, USN

Reassignment Policy Set for Men Wounded in Action

Navymen wounded twice as a result of enemy action while either afloat or ashore in Vietnam may be eligible for reassignment. Those wounded a third time automatically become eligible for rotation regardless of the nature of the wound or the length of treatment required.

To be eligible for reassignment under the two-wound condition, an individual must have been wounded on two separate occasions, and each wound must have required treatment in excess of 48 hours. Wounds received which are not the result of hostile action—non-battle injuries—cannot be counted toward reassignment eligibility.

Both conditional and automatic reassignments apply to enlisted Navymen. Officer reassignments, however, are determined only after a report of the individual's physical condition, location and duty status has been reviewed by BuPers.

Persons falling into either the twice or thrice categories will not be ordered to Vietnam or aboard ships or with units in that area. Waivers may be granted to those who forward to BuPers a written request.

Want to Know Somethin

WOULD YOU LIKE to know: How to find a job upon retirement, how to raise a child, how to build a boat or a barn, the distance from here to almost any star, where the moon will be at 0800 on 1 Apr 1973, how to fly, the basic theory and application of transistors?

No matter what your special interests or hobbies are, the Government Book Store can enrich your life—and usually at a bargain.

The Government Book Store, operated by the Superintendent of Documents, probably offers more books, maps, pamphlets and brochures than any other organization in the country. Altogether, the catalogs list about 27,000 different government publications.

The Superintendent of Documents is authorized to sell certain government publications for the price of printing plus an additional 50 per cent for handling and mailing. And it's big business. Each year the organization sells about 66,000,000 publications, for a gross income of $14,000,000.

Though most sales are made through the mail, the Superintendent of Documents maintains several bookstores. If you live in Washington, D. C., in Kansas City, or Chicago, you may purchase the publications over the counter.

If you wish to order by mail, write to the Superintendent of Documents, Government Printing Office,

American Practical Navigator—The epitome of navigation, originally by Nathaniel Bowditch. This corrected reprint was published 1966. 1524 pages illustrated, clothbound. $7.00. Catalog number D 203.22: 9/rep. 966.

Antarctica—Antarctic bibliography, volume 1. Published 1967, 523 pages. Clothbound, $4.25. Catalog number LC 33.9:1.

Armed Forces Insignia—Published in 1959, the poster displays the insignia for the commissioned officers and enlisted men of the U. S. Army, Navy, Air Force and Marine Corps. 37 by 26 inches. $.25. Catalog number D 2.9:2A.

Atomic, Biological and Chemical Warfare—This four-by-seven-and-one-half-inch card, printed on both sides, explains what to do in case of atomic air burst, atomic contaminating burst, chemical or biological attack. The pocket reference was published in 1953, and is available at $.05 per card or $.55 per 100. Catalog number D 208.2:7.

Aircraft Emergency Procedures Over Water—Subscription service includes supplementary material issued irregularly, for an indefinite period. Looseleaf with binder.

Compiled by the U. S. Coast Guard and adopted for use by the Coast Guard, the Navy and the Air Force, this publication describes doctrines, techniques, and procedures for aircraft emergencies over water. Published in 1956, approximately 118 pages illustrated. Subscription price $2.25 ($.75 additional for foreign mailing). Catalog number T 47.32/2:955.

Tips on Fatigue—Sooner or later, metal structures under repeated load wear out. Plain simple language and forthright pictures are used in this book as a guide on how to recognize potential fatigue problems, rectify existing problems, and avoid becoming involved in situations which may cause problems. Published in 1964, 116 pages illustrated. $.70. Catalog number D 217.14: F 26.

United States Naval Aviation (1910-1960)—Published in 1961, 239 pages illustrated. Fabrikoid, $2.50. Catalog number D 217.2: Av 5.

U. S. Naval Aircraft Fire Fighting and Rescue Manual—A manual on operational practices in rescue and estinguishment for Navy and Marine Corps air stations and facilities. Revised 1959, 372 pages illustrated. $3.75. Catalog number D 202.6/7 F 51/959.

Boating Regulations in the National Park System—Published 1964, 28 pages. $.20. Catalog number I 29.9: B 63.

Boats of the United States Navy—Revised 1960, 103 pages illustrated. $1.75. Catalog number D 211.2 B 63/960.

Clean Blue Water—What the boat owner can do for clean waterways. Published 1965, six pages. $.05. Catalog number FS 2.2: W 29/56/965-2.

Fulton's "Steam Battery": Blockship and Catamaran—Published 1964, 39 pages illustrated. $.70. Catalog number SI 3.3: 240/paper 39.

Harbor Craft Crewman's Handbook—Primarily designed for crew members of the harbor craft of the U. S. Transportation Corps, this manual should prove equally valuable for many private owners of small boats and harbor craft. It provides information on such topics as shipboard life, small boat and ship handling, piloting, tows and towing, basic construction of small boats and ships, emergency procedures, communications and primary weather indications. Published 1959, 295 pages illustrated. $1.50. Catalog number D 101.11: 55-501.

Surface Effect Ships for Ocean Commerce—(Final report on a study of technological problems by an advisory committee convened by the Commerce Technical Advisory Board.) Ships using the surface effect principle have been suggested as a means of improving the transport of U. S. international commerce. The functional principles of the surface effect ships appear to offer an avenue for developing transoceanic vehicles potentially capable of filling a gap in the spectrum of services now afforded by displacement ships and aircratf. This report contains the results of a study of the technological problems involved in such an undertaking. Published 1966, 60 pages illustrated. $.40. Catalog number C 1.2: Su 7/5.

Wood, a Manual for Its Use as Shipbuilding Material, Volume 1—Basic wood technology applicable to shipbuilding. Revised 1957, 63 pages illustrated. $.45. Catalog number D 211.6: W 85/v. 1.

Wood, a Manual for Its Use as Shipbuildbuilding Material, Volume 2—Techniques and practices applicable to preservation and storage. Revised 1958, 67 pages illustrated. $.45. Catalog number 211.6: W 85/v. 2.

Wood, a Manual for Its Use as Shipbuilding Material, Volume 3—Technical data applicable to boat and ship design. Published 1962, 107 pages illustrated. $.60. Catalog number D 211.6: W 85/v. 3.

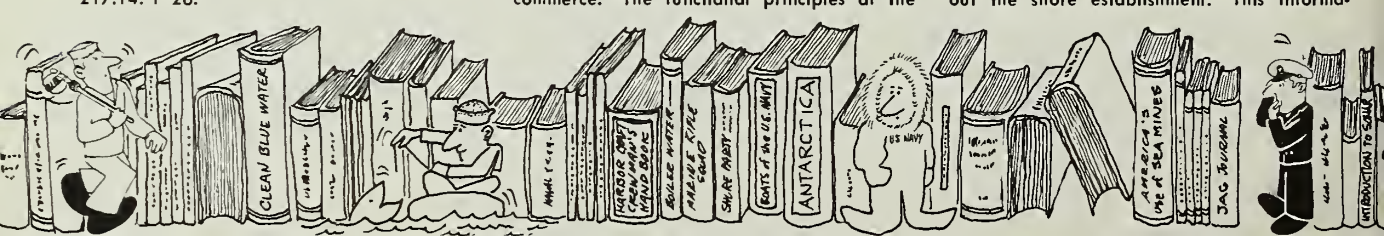
Boiler Water—Pointers on boiler water and boiler watersides, reprints from the Bureau of Ships Journal. Published 1957, 24 pages illustrated. $.30. Catalog number D 211.5: B 63.

Bureau of Ships Thesaurus—Includes descriptive terms Published 1965. 711 pages illustrated. $4.00. Catalog number D 211.2: T 27/965.

Building Maintenance, Electrical — Published 1964, 64 pages illustrated, plastic. $3.50. Catalog number D 209.14: El 2/4.

Building Maintenance, Furniture and Furnishings—Published 1964, [illegible]6 pages illustrated, Fabrikoid. $1.50. Catalog number D 209.14: F 98.

Building Maintenance, Galley Equipment—This publication contains information intended to aid Navy Department personnel concerned with the maintenance of galley and bakery equipment in structures throughout the shore establishment. This informa-



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Washington, D. C. 20402. Be sure to specify the title, the catalog number, the price, and the quantity. You may pay by check or money order (made out to the Superintendent of Documents) if you prefer, or you may purchase special coupons which you can later cash at the bookstore. If you anticipate large orders, you may deposit $25 or more with the bookstore and place orders against that deposit. Under no circumstances send cash.

The partial listing of publications on the following pages was taken from various catalogs, primarily the *Navy, Marine Corps and Coast Guard* catalog. If you want to see more titles, you may order your own catalogs from the Superintendent of Documents (see box, page 50, for instructions).

In addition to the free catalogs, the organization offers a subscription to the *Monthly Catalog of Government Publications,* containing from 1200 to 2200 entries each month, for $4.50 per year. Also a free biweekly list of selected publications may be obtained upon request.

The following publications are among those listed of particular interest to Navy, Marine Corps and Coast Guard personnel. For ordering instructions, see above. All publications listed are currently available for sale. However, prices are subject to change without advance notice by the Government.

tion applies to ovens and broilers, deep fat fryers, griddles, steamers, steam-jacketed kettles, steam tables, coffee urns and coffee makers, motor-driven peelers, slicers and dough mixers. Published 1963, 71 pages illustrated, Fabrikoid. $1.75. Catalog number D 209.14: G 13.

Maintenance and Operation of Water Supply Systems—Published 1965, 419 pages illustrated, plastic. $6.00. Catalog number D 209.14: W 29.

Maintenance of Grounds—Contains information that is intended to aid Department of Navy personnel concerned with the maintenance of grounds at activities of the Shore Establishment. The publication covers grasses and legumes; weed and brush control; trees, shrubs and vines; maintenance equipment; and special problems—construction slopes, windbreaks, wooded areas, saline and alkali soils, and control of plant diseases, insects and rodents. Published 1963, 120 pages illustrated, Fabrikoid. $1.75. Catalog number D 209.14: G 91.

Marine Biology Operational Handbook—Inspection, repair and preservation of waterfront structures. Published 1965, 118 pages illustrated, issued looseleaf in binder. $5.25. Catalog number D 209.14: B 52.

Cardio-pulmonary (heart-lung) Resuscitation—Issued for Coast Guard use, this publication prescribes the mouth-to-mouth method of artificial resuscitation and the application of external cardiac massage. It explains in detail and gives illustrations of the important features of these emergency first-aid procedures. Fundamental factors in the prevention and treatment of shock are also given. Published 1963, 17 pages illustrated. $.20. Catalog number T 47.8/3: C 17.

Light Lists and Other Marine Aids—A current listing of the light lists and other marine aids is available upon request from the Superintendent of Documents, Government Printing Office, Washington, D. C. 20402.

Oceanographic Cruise, USCGC Northwind Bering and Chukchi Seas, July-September 1962—Published in 1964, 104 pages illustrated. $1.50. Catalog number T 47.55:1.

Ship Vibration—Issued as David Taylor Model Basin Report 1451, this book treats the general subject of ship vibration, including both the structural and hydrodynamic phases of the subject. Brief mention is also made of vibration in the propulsion system. Procedures for dealing with the problem of ship vibration in the design stage are suggested. An introduction to hydroelasticity is included. Published 1961, about 248 pages illustrated. $1.50. Catalog number D 211.9: 1451.

Department of the Navy—A description of its functional organization. Published 1962, 80 pages illustrated. $.70. Catalog number D 201.2: N 22/962.

The New Four-Ocean Challenge—Describes the four-ocean challenges of the future and how we should prepare to meet them. This booklet, containing numerous photographs, tells about the responsibilities of our Navy and Marine Corps in war or peace. It also points out the many aspects of the oceans and how they affect the lives of each individual in the country. Published 1964, 48 pages illustrated. $.35. Catalog number D 201.2: Oc 2.

Destroyers in the United States Navy—Although the Navy commissioned its first true destroyer on 11 Nov 1902, this type of ship has a lineage which can be traced back to the early beginnings of our Navy. Beginning with a brief account of the early destroyer-type ships, this publication presents a word and picture story of 60 years of destroyer growth, from 1902 to 1962, concluding with the commissioning of *USS Bainbridge* (DLGN 25), the world's first nuclear powered destroyer type. Published 1963, 41 pages illustrated. $.30. Catalog number D 207/10/2: D 47.

Education and Training—Published 1964, 149 pages. $1.00. Of particular interest to the Educational Services Officer. Catalog number D 108.11/2: Ed 8/964.

Electricity: Cable Comparison Guide—Includes data pertaining to electric shipboard cable. Published 1965, 135 pages. $.75. Catalog number D 211.6/2: C 11/964.

Electric Shock, Its Causes and Its Prevention—Published 1954, 37 pages illustrated. $.20. Catalog number D 211.2: El 2.

How To Keep Electricity From Killing You—Published 1961, about 54 pages illustrated. $.35. Catalog number D 211.2: El 2/5.

Electronics Installation and Maintenance Book, Electronics Circuits—Published 1966, 328 pages illustrated. $2.75. Catalog number D 211.6/2: El 2/9.

Fundamentals of Electronics, Volume 1A: Basic Electricity, Direct Current—$1.50. Catalog number D 208.11/2: El 2/9v. 1A. **Volume 1B: Basic Electricity, Alternating Current**—$2.00. Catalog number D208.11/2: El 2/9/v. 1B.

Fundamentals of Electronics, Volume 2: Power Supplies and Amplifiers—Published 1964, 156 pages illustrated. $1.75. Catalog number D 208.11/2: El 2/9/v. 2.

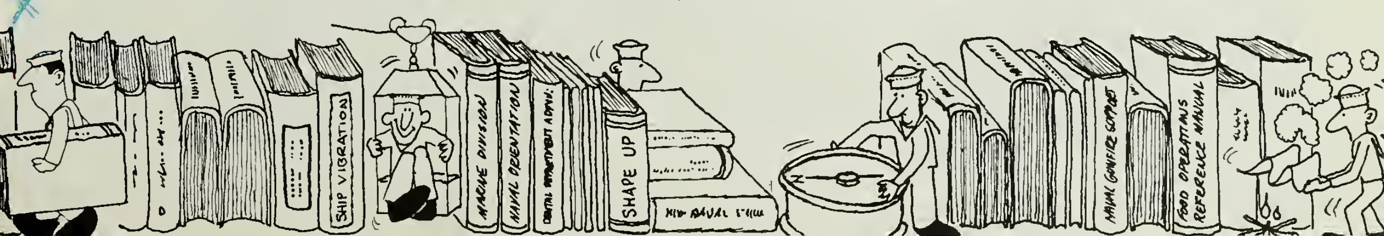
Fundamentals of Electronics, Volume 3: Transmitter Circuit Applications—Published 1964, 138 pages illustrated. $1.50. Catalog number D 208.11/2: El 2/9/v. 3.

Fundamentals of Electronics, Volume 4: Receiver Circuit Applications—Published 1964, 200 pages illustrated. $2.00. Catalog number D 208.11/2: El 2/9/v. 4.

Fundamentals of Electronics, Volume 5: Oscilloscope Circuit Applications—Published 1964, 133 pages illustrated. $1.50. Catalog number D 208.11/2: El 2/9/v. 5.

Fundamentals of Electronics, Volume 6: Microwave Circuit Applications—Published 1964, 123 pages illustrated. $1.50. Catalog number D 208.11/2 El 2/9/v. 6.

Fundamentals of Electronics, Volume 7: Electromagnetic Circuits and Devices—Published 1964, 81 pages illustrated. $1.50.



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Catalog number D 208.11/2: El 2/9/v. 7.

Fundamentals of Electronics, Volume 8: Table and Master Index—Published 1964, 162 pages illustrated. $1.75. Catalog number D 208.11/2: El 2/9/v. 8.

Guide Manual of Cooling Methods for Electronic Equipment—Published 1956, 198 pages illustrated. $2.00. Catalog number D 211.6: El 2/2.

Handbook of Miniature Parts and Integrated Circuit Devices for Electronic Equipment—Published 1965, about 279 pages illustrated. $2.25. Catalog number D 211.6/2: El 2/3/965. (Supplement, published in April 1966, is available for $.35. It is 38 pages, illustrated. Catalog number D 211.6/2: El 2/3/965 supp. 1.)

Handbook of Test Methods and Practices—This manual is written to meet the technician's need for a convenient, handy reference on the fundamentals of testing electronic equipment. Published 1956, 278 pages illustrated. $2.75. Catalog number D 211.6: T 28.

History of Communications-Electronics in the United States Navy—Published 1965, 657 pages illustrated. Clothbound, $4.75. Catalog number D 211.2: El 2/7.

Shipboard Electronic Equipments—Revised 1965, 170 pages illustrated. $1.00. Catalog number D 208.11/2: El 2/3/965.

Technical Inspection Manual, Volume I—Soldering for electric and electronic application. Published 1962, 46 pages $.30. Catalog number D 217.14: So 4/v. 1. (Supplement, published in 1965, is available. It outlines training, qualification and certification for solderer-inspector personnel. 8 pages. $.10. Catalog number D 217.14: So 4/v. 1/supp. 1.)

Transistors and Printed Circuits—Information, experiments and applications. Published 1962, 178 pages illustrated. $1.75. Catalog number D 208.11/2: T 68/962.

Instructor's Guide for Maintenance Technician Training—Published 1962, 102 pages illustrated. $1.75. Catalog number D 208.11/2: T 68/2/962.

U. S. Navy Aircraft Fire Fighting and Rescue Manual—A manual on operational practices in rescue and extinguishment for U. S. Navy and Marine Corps air stations and facilities. Revised 1959, 372 pages illustrated. $3.75. Catalog number D 202.6/7: F 51/959.

Forms Management—Guide to forms management. Published 1966. 101 pages illustrated. $1.00. Catalog number D 201.6/12: F 76/966.

Personal Values and Administrative Leadership—Prepared by the Department of the Navy, this manual is intended to present one approach to training civilian administrators and supervisors in the moral responsibilities of leadership. Published 1960, 62 pages, illustrated. $.40. Catalog number D 201.6/12: L 46.

Machine Guns—This series of clothbound books on the machine gun covers the history, evolution and development of manual, automatic and airborne repeating weapons. The volumes are as follows:

- Volume 1 covers the forerunners of the machine gun; manually operated machine guns; full automatic machine gun development; aircraft and airborne weapons; automatic aircraft cannon. Published 1951, 688 pages illustrated. $5.75. Catalog number D 215.2: M 18/v. 1.
- Volume 2 covers weapon development in the Soviet Union and her satellites. Published 1952, 215 pages illustrated. $3.25. Catalog number D 215.2: M 18/v. 2.
- Volume 3 covers automatic weapons development during and after World War II by the United States and by other world powers except USSR and her satellites. Published 1954, 679 pages illustrated. $6.75. Catalog number D 215.2: M 18/v. 3.
- Volume 4, published 1955, 638 pages illustrated. $6.50. Catalog number D 215.2: M 18/v. 4.

Advanced Naval Base Defense—Published 1967, 20 pages illustrated. $.15. Catalog number D 214.9/4: 8-3 CH-1.

Air Movement of Fleet Marine Force Units—Published 1966, 235 pages illustrated (in looseleaf form). $1.50. Catalog number D 214.9/4: 4-6.

Air Support—Published 1966, 292 pages illustrated. $2.00. Catalog number D 214.9/4: 7-3.

Amphibian Vehicles—Published 1965, 282 pages illustrated. $2.00. Catalog number D 214.9/4: 9-2.

Amphibious Reconnaissance—Published 1964, 87 pages illustrated. $.60. Catalog number D 214.9/4: 2-2. (Change 1, published 1965, 39 pages illustrated, is available for $.25. Catalog number D 214.9/4: 2-2/ch. 1.)

Amphibious Reconnaissance—Published 1967. (This is a later edition of the preceding publication which is still available.) $.40. 74 pages illustrated. Catalog number D 214.9/4:2-2/cn. 2

Amphibious Training—Published 1965, 272 pages illustrated. $1.50. Catalog number D 214.9/4: 3-2.

Antimechanized Operations — Published 1965, 431 pages illustrated. $2.75. Catalog number D 214.9/4: 9-3.

Communications—Published 1965, 223 pages illustrated. $1.50. Catalog number D 214/9: 10-1.

Field Artillery Support—Published 1964, 580 pages illustrated. $3.00. Catalog number D 214.9/4: 7-4.

Helicopterborne Operations—Published 1963, 167 pages illustrated. $1.25. Catalog number D 214.9/4: 3-3. (Change 1, published 1965, 127 pages, is available for $.75. Catalog number D 214.9/4: 3-3/ch. 1.)

History of U. S. Marine Corps Operations in World War II, Volume 2—Isolation of Rabaul. Published 1964, 632 pages illustrated, six maps. Clothbound, $5.50. Catalog number D 214.13: W 89/v. 2.

Marine Bayonet Training—Published 1965, 89 pages illustrated. $.35. Catalog number 214.9/4: 1-1.

Marine Division—This Fleet Marine Force Manual sets forth the principles applicable to the tactical employment of the Marine Division. It discusses organization for combat, how a division is reinforced or supported for a specific task, and the fundamental considerations in the conduct of offensive and defensive combat incident to amphibious operations. Published 1964, 202 pages illustrated. $1.25. Catalog number D 214.9/4: 6-1. (Change 1, published 1966, 84 pages illustrated, is available for $.45. Catalog number D 214.9/4: 6-1/ch. 1.)

Marine Infantry Battalion, U. S. Marine Corps—Published 1965, 508 pages illustrated. $2.75. Catalog number D 214.9/4: 6-3.

Marine Infantry Regiment—Published 1966, 501 pages illustrated. $2.75. Catalog number D 214.9/4: 6-2.

Marine Rifle Squad—Published 1966, 562 pages illustrated. $2.50. Catalog number D 214.9/4: 6-5.

Naval Gunfire Support—Reprinted 1966, 87 pages illustrated. $.65. Catalog number D 214.9/4: 7-2.

Register of Commissioned and Warrant Officers of the United States Navy and Marine Corps and Reserve Officers on Active Duty—Published 1 Jan 1967, 1470 pages. $7.25. Catalog number D 208.12: 967.

Shore Party and Helicopter Support Team Operations—Published 1963, 154 pages illustrated. $1.00. Catalog number D 214.9/4: 4-3.

Care of Your Teeth and the Prevention of Dental Disease—A message from your dental officer. Published 1964, 12 pages illustrated. $.15. Catalog number D 206.6/3: T 22.

America's Use of Sea Mines—Published 1962, 173 pages illustrated. Clothbound, $1.75. Catalog number D 217.2: M 66.

Naval Fighting Ships—This series of volumes, two of which are now available, comprises an alphabetical arrangement of the ships of the Continental and U. S. Navies, with a historical sketch containing pertinent information on each one.

- **Volume 1, A-B**—Lists those ships whose

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CARE OF YOUR TEETH AND THE PREVENTION OF DENTAL DISEASE
DATA PROCESSING
AMERICAN PRACTICAL NAVIGATOR
ASWEPS
PRINCIPLES OF NAVAL ORDNANCE
TIPS ON FATIGUE

names begin with A and B. Five appendices list some of the types of combatant ships comprising the modern Navy—battleships, cruisers, escort vessels, submarines and destroyers. Published 1959, 351 pages illustrated, clothbound. $3.00. Catalog number D 207.10: 1.

- **Volume 2, C through F**—Lists those ships which begin with C, D, E and F. One appendix lists some of the types of aircraft carriers; another, a historical review of Confederate forces afloat. Published 1963, 591 pages illustrated, clothbound. $4.25. Catalog number D 207.10: 2.

Collected Papers of Sir Thomas Havelock on Hydrodynamics—Published 1965, 627 pages illustrated, clothbound. $4.50. Catalog number D 210.15: ACR-103.

Naval Orientation—Revised 1965, 532 pages illustrated. $3.00. Catalog number D 208.11/2: Or 4/965.

Food Operations Reference Manual—(Issued in looseleaf form with dividers and marginal index tabs on blank cardboard showing titles.) The Navy Subsistence Office has developed a plan to update all on-the-job training manuals formerly issued in all phases of food service operations. The complete manual will consist of eight sections plus appendix materials, covering the operation of the general mess for management, menu planning, food preparation and service, food storage, equipment maintenance, and controlling sanitation and safety. The sections are being issued in separate increments as developed:

- **First increment**—This first increment contains Section A: Introduction, which gives the background; purpose of publication; format and organization; and contents review; and section D: Food production, in which information is given on what food items are procured, how they are used, the way of food behavior, as well as specific uses for specific foods. Published 1965, about 568 pages illustrated. $4.50. Catalog number D 212.6/3: F 73.

- **Second increment**—This contains Section C, Menu Planning, which consists of three parts. Separate groupings pertain to the principles of nutrition, foundations of menu planning, and types of menus and planning systems. Published 1965, about 47 pages illustrated. $.50. Catalog number D 212.6/3: F 73/2d.

United States Navy Regulations, 1948—Reprinted in 1960, Navy Regs is sold in looseleaf form. $2.50. Catalog number M 201.11:948. Of the 13 changes published by 1964, all but numbers six, seven, eight and 10 are available through the Government Printing Office. Catalog numbers for the changes are the same as for the basic volume, but the change number should be specified. The prices are as follows: change 1 is $.60; change 2 is $.65; change 3 is $.30; change 4 is $.15; change 12 is $.30; change 13 is $.15. (*Note:* Changes 5, 9 and 11 are out of print.)

Air Navigation—A 1963 corrected printing. 717 pages illustrated. Clothbound, $7.50. Catalog number D 203.22: 216/963.

ASWEPS—An antisubmarine warfare environmental prediction services manual series:

- **Volume 3, Decoding and Plotting**—Published 1966, 42 pages illustrated. $.35. Catalog number D 203.22/3:103.

- **Volume 5, Ocean Thermal Structure Forecasting**—Published 1966, 217 pages illustrated. $1.50. Catalog number D 203.22/3: 105.

Twelve Color Lithographs Suitable for Framing

Ships and Aircraft of the U. S. Navy—A set of 12 full-color reproductions of photographs of ships, aircraft, operations, action and men depicting the beauty and the might of the U. S. Navy. These were selected from a great number of photographs and represent a cross-section of excellent photographs as taken by Navy photographers. They are 20" by 16" in size, suitable for framing. $2.50 per set. Catalog No. D207.10/2:SH6/2.

- **Volume 9, Numerical Techniques**—Published 1966, 27 pages illustrated. $.25. Catalog number D 203.22/3:109.

International Indian Ocean Expedition, USC&GS Ship Pioneer, 1964:

- **Volume 1, Cruise narrative and scientific results.** Published 1966, 139 pages illustrated. $1.25. Catalog number C 4.2: In 2/2/v. 1.

- **Volume 2, Data report, oceanographic stations, BT observations, and bottom samples.** Published 1966, 183 pages illustrated. $1.50. Catalog number C 4.2: In 2/2/V 2.

Oceanographic Cruise Report, USC&GS Ship Exlporer, 1960—Published 1962, 162 pages illustrated, two plates and six maps. $3.00. Catalog number C 4.2: Oc 2.

Data Processing Lesson Plan Handbook for Technicians—Revised 1960, 26 pages illustrated. $.20. Catalog number D 217.14: P 94.

Printing: Publications and Printing Manual—Standards and guidelines, chapter six, publications, by type, section four, United States Navy emblem, reproduction standards. Published 1965, four pages, six plates. $.20. Catalog number D 201.6/2: P 96/2 chap 6/sec. 4.

Navy Contract Law—Second edition, issued in looseleaf form with binder. Published 1960, 1015 pages, clothbound. $8.00. Catalog number D 201.5: C 76. *Supplement* to second edition—Published 1966, 377 pages. Catalog number D 201.5: C 76/965/Supp. PA. $2.00.

Navy Procurement Directives—This subscription service includes revisions issued irregularly, for an indefinite period. In looseleaf form, punched for three-ring binder.

This publication implements the Armed Services Procurement Regulation (ASPR) and establishes for the Department of the Navy uniform policies and procedures relating to the procurement of supplies and services.

Published 1966, about 400 pages. Subscription price $9.00 (plus $2.75 for foreign mailing). Catalog number D 201.6/10: 966.

Project SHARP—The following two publications pertain to the SHips Analysis and Retrieval Project, which concerns information storage and retrieval systems:

- **Computer aspects and programs.** Published 1964, 85 pages illustrated. $.50. Catalog number D 211.2: Sh 2/2.

- **Evaluation of indexing procedures and retrieval effectiveness.** Published 1964, 49 pages. $.35. Catalog number D 211.2: Sh 2.

Projectionist's Manual—Published 1964, 96 pages illustrated. $.50. Catalog number D 208.6/3: P 94/2.

Principles of Radiation and Contamination Control:

- **Volume 1, radsafe for everybody.** Published 1959, 70 pages illustrated. $.60. Catalog number D 211.6/2: R 11/vol. 1.
- **Volume 2, procedures and guidelines relating to nuclear weapon effects.** Published 1960, 340 pages illustrated. $2.00. Catalog number D 211.6/2: R 11/vol. 2.
- **Volume 3, technical information relating to nuclear weapons effects.** Published 1960, 154 pages illustrated. $1.00. Catalog number D 211.6/2: R 11/vol. 3.

Department of the Navy Safety Precautions for Shore Activities—Published 1965, about 348 pages illustrated. $2.75. Catalog number D 204.6: Sa 1/2.

Shape Up—A new program of exercises to build fitness right at your desk. Published 1963, 16 pages illustrated. $.10. Catalog number D 208.2: Sh 2.

Principles of Guided Missiles and Nuclear Weapons—Revised 1966, 366 pages illustrated. $2.00. Catalog number D 208.11/2: M 69/2/966.

Space Navigation Handbook—Published 1962, 124 pages illustrated. $.60. Catalog number D 208.6/3: Sp 1.

Basic Enlisted Submarine Text, Part 1—Published 1963, 215 pages illustrated. $2.25. Catalog number D 208.11/2: Su 1/2/963/pt. 1.

Introduction to Sonar—This Navy Training Course discusses the role of the sonarman in the Navy along with general information about ships and submarines; bearings and motion; physics of sound; principles of sonar; basic fire control problems; communications systems; and basic maintenance requirements for sonar and the safety precautions that must be observed. Published 1963, 162 pages illustrated. $1.25. Catalog number D 208.11: So 5/2 963.

United States Ship Thresher (SSN 593), In Memoriam—Clothbound, 146 pages illustrated. $2.50. Catalog number D 201.2: T 41.

United States Submarine Losses, World War II—Published 1964, 244 pages illustrated. Clothbound, $2.75. Catalog number D 207.10/2: Su 1/2.

United States Naval History—A study in command, by Admiral Raymond A. Spruance, USN. Published 1966, 275 pages illustrated. Clothbound, $2.75. Catalog number D 207.10/2: Sp 8.

History of United States Naval Operations, Korea—Published 1962, 499 pages illustrated. Clothbound, $4.25. Catalog number D 207.10/2: K 84.

Naval Documents of the American Revolution, Volume 1, 1774-1775—Published 1964, 1451 pages illustrated. Clothbound, $9.00. Catalog number D 207.12: 1.

United States Naval History, a Bibliography—Published 1966, 26 pages illustrated. $.25. Catalog number D 207.11: H 62/965.

U. S. Navy Diving Manual—Reflecting new developments and current procedures in the diving field, this manual, consisting of three parts, includes information on the general principles of diving, surface-supplied diving, self-contained diving, and diving accessories. Published 1963, 447 pages illustrated. $3.25. Catalog number D 211.6/2: D 64/963.

Beans, Bullets and Black Oil—The story of Fleet logistics afloat in the Pacific during World War II. Published 1953, 482 pages illustrated. Clothbound, $2.50. Catalog number D 207.2: B 37.

Ships, Salvage and Sinews of War—The story of Fleet logistics afloat in Atlantic and Mediterranean waters during World War II. Published 1954, 534 pages illustrated. Clothbound, $2.75. Catalog number D 207.2: Sh 6.

Writing Guide for Naval Officers—Written to serve naval officers as an introduction to the types of writing they will do in the Navy, this guide presents suggestions on how to start, expedite, and stop writing; modern grammatical usages; organizing the material; and reviewing and editing. Revised 1964, 69 pages illustrated. $.45. Catalog number D 208.6/3: W 93/964.

Writing Out Loud—Describes several common types of dictators and their faults, and suggests ways of overcoming these faults, thereby making the most efficient use of dictating equipment and stenographic skills. Published 1956, 20 pages illustrated. $.15. Catalog number D 201.2: W 93.

You Can Get Navy Training Courses from GPO Also

These publications are to be found aboard every ship and station, for use by personnel studying for advancement in rating. They are also available for purchase from the Government Printing Office, in case you want your own permanent copy or one in another area of interest.

Training manuals are, of course, frequently updated. In the event you order an obsolete publication, the Superintendent of Documents will automatically substitute the newer edition (providing it is available in stock).

In any event, if you are studying for advancement in rating, you may order the pertinent training manuals through your Educational Services Officer.

Obviously, you should check with your Educational Services Officer if you plan to use any of the government publications or training manuals listed on these pages in preparing for an examination for advancement in rating. Thus you will be able to insure that they are currently applicable and that they are the most recent editions.

Note: Some training courses are not listed because they are not currently available or are being revised.

Aviation Boatswain's Mate E 3 and 2—Published 1965, 386 pages illustrated. $2.25. Catalog number D 208.11: Av 5/31/965.

Aviation Boatswain's Mate F 1 and C—Published 1963, 134 pages illustrated. $1.00. Catalog number D 208.11: Av 5/34.

Aviation Boatswain's Mate H 1 and C—Published 1964, 128 pages illustrated. $1.00. Catalog number D 208.11: Av 5/38.

Aviation Electrician's Mate 3 and 2—Published 1965, 539 pages illustrated. $3.25. Catalog number D 208.11: Av 5/14/965.

Aviation Electronics Technician 3 and 2—Published 1959, 464 pages illustrated. $2.50. Catalog number D 208.11: Av 5/6/959.

Aviation Machinist's Mate J 1 and C—Published 1963, 284 pages illustrated. $1.75. Catalog number D 208.11: Av 5/32.

Aviation Machinist's Mate J 3 and 2—Published 1964, 247 pages illustrated. $1.50. Catalog number D 208.11: Av 5/37.

Aviation Machinist's Mate R 1 and C—Published 1963, 223 pages illustrated. $1.50. Catalog number D 208.11: Av 5/33.

Aviation Ordnanceman 1 and C—Published 1963, 216 pages illustrated. $1.50. Catalog number D 208.11: Av 5/11/963.

Aviation Structural Mechanic H 1 and C—Published 1964, 289 pages illustrated. $1.75. Catalog number D 208.11: Av/36.

Aviation Structural Mechanic S 1 and C—Published 1963, 308 pages illustrated. $2.00. Catalog number D 208.11: Av 5/30.

Aviation Structural Mechanic S 3 and 2—Published 1966, 380 pages illustrated. $2.00. Catalog number D 208.11: Av 5/25/966.

Basic Electricity—Published 1961, 448 pages illustrated, $3.50. Catalog number D 208.11: El 2/3/960.

Basic Electronics—Revised 1962, 471 pages illustrated. $2.75. Catalog number D 208.11: El 2/10/962.

Basic Handtools—Revised 1963, 227 pages illustrated. $1.50. Catalog number D 208.11: H 19/963.

Basic Hydraulics—(Superseded by *Fluid Power*; see below.

Basic Machines—Published 1965, 161 pages illustrated. $1.25. Catalog number D 208.11: M 18/965.

Basic Military Requirements—Published 1966, 218 pages illustrated. $1.25. Catalog number D 208.11: M 59/965.

Basic Music—Published 1964, 188 pages illustrated. $1.00. Catalog number D 208.11: M 97/964.

Blueprint Reading and Sketching—Revised 1963, 232 pages illustrated. $1.50. Catalog number D 208.11: B 62/963.

Boatswain's Mate 1 and C—Published 1963, 255 pages illustrated. $1.50. Catalog number D 208.11: B 63/4/963.

Boatswain's Mate 3 and 2—Published 1964, 396 pages illustrated. $2.50. Catalog number D 208.11: B 63/964.

Builder 3 and 2—Revised 1965, 451 pages illustrated. $2.50. Catalog number D 208.11: B 86/3/965.

Commissaryman 3 and 2—Revised 1966, 218 pages illustrated. $1.25. Catalog number D 208.11: C 73/2/966.

Construction Electrician 1 and C—Published 1966, 316 pages illustrated. $1.75. Catalog number D 208.11: El 2/8/966.

Construction Mechanic 1 and C—Revised 1966, 244 pages illustrated. $1.50. Catalog number D 208.11: M 46/966.

Dental Technician, General—Revised 1965, 390 pages illustrated. $3.00. Catalog number D 208.11: D 43/6/965.

Dental Technician, Prosthetic—Published 1966, 350 pages illustrated. $2.50. Catalog number D 208.11: D 43/965.

Dental Technician, Repair—Published 1963, 370 pages illustrated, four plates. $2.50. Catalog number D 208.11: D 43/7/963.

Draftsman 1 and C—(Superseded by *Illustrator Draftsman*; see below.)

Electrician's Mate 3 and 2—Published 1964, 465 pages illustrated. $2.50. Catalog number D 208.11: El 2/13/964.

Electronics Technician 2—Published 1965, 451 pages illustrated. $2.50. Catalog number D 208.11: El 2/7/965.

Electronics Technician 3—Published 1963, 402 pages illustrated. $2.25. Catalog number D 208.11: El 2/5/963.

Engineering Aid 1 and C—Published 1964, 293 pages illustrated. $2.00. Catalog number D 208.11: En 3/6.

Engineman 1 and C—Revised 1965, 169 pages illustrated. $1.25. Catalog number D 208.11: En 3/2/965.

Fire Control Technician 1 and C—Published 1964, 331 pages illustrated. $1.75. Catalog number D 208.11: F 51/2/964.

Fire Control Technician 3—Published 1966, 366 pages illustrated. $2.00. Catalog number D 208.11: F 51/4/966.

Fireman—Revised 1966, 172 pages illustrated. $1.00. Catalog number D 208.11: F 51/966.

Fluid Power—Published 1966, 234 pages illustrated. $1.50. Catalog number D 208.11: F67.

Harmony—Published 1962, 182 pages illustrated. $1.25. Catalog number D 208.11: H 22/962.

Hospital Corpsman 1 and C—Published 1962, 393 pages illustrated. $2.25. Catalog number D 208.11: H 79/7.

I. C. Electrician 1 and C—Revised 1966, 202 pages illustrated. $1.25. Catalog number D 208.11: El 2/11/966.

I. C. Electrician 3—Published 1961, 268 pages illustrated. $1.50. Catalog number D 208.11: El 2/15.

I. C. Electrician 3 and 2—Published 1966, 416 pages illustrated. $2.75. Catalog number D 208.11: El 2/17.

Illustrator Draftsman 1 and C—Published 1967, 90 pages illustrated. $.75. Catalog number D 208.11: D 78/4.

Introduction to Electronics—Published 1963, 149 pages illustrated. $.75. Catalog number D 208.11: El 2/16.

Introduction to Sonar—Published 1963, 162 pages illustrated. $1.25. Catalog number D 208.11: So 5/2/963.

Journalist 1 and C—Published 1961, 224 pages illustrated. $1.25. Catalog number D 208.11: J 82/2.

Machine Accountant 1 and C—Published 1964, 165 pages illustrated. $1.00. Catalog number D 208.11: Ac 2/3.

Machine Accountant 3 and 2—Published 1967, 380 pages illustrated. $2.00. Catalog number D 208.11: Ac 2/2.

Machinist's Mate 3 and 2—Published 1963, 381 pages illustrated. $2.25. Catalog number D 208.11: M 18/7/963.

Mathematics: Volume 1—Published 1967, 227 pages illustrated. $1.50. Catalog number D 208.11: M 42/2/v.1/966.

Mathematics: Volume 2—Published 1964, 336 pages illustrated. $1.25. Catalog number D 208.11: M 42/2/v.2/964.

Mathematics: Volume 3—Published 1964, 165 pages illustrated. $1.00. Catalog number D 208.11: M 42/2/v.3.

Military Requirements for Petty Officer 1 and C—Revised 1962, 161 pages illustrated. $1.00. Catalog number 208.11: P 45/2/962.

Missile Technician 3 and 2—Published 1962, 375 pages illustrated. $2.00. Catalog number D 208.11: M 69/962.

Parachute Rigger 1 and C—Published 1965, 269 pages illustrated. $1.50. Catalog number D 208.11: P 21/3/965.

Opticalman 3 and 2—Published 1966, 480 pages illustrated. $2.75. Catalog number D 208.11: Op 7.

Photographer's Mate 1 and C—Published 1964, 486 pages illustrated. $2.75. Catalog number D 208.11: P 56/5/964.

Photography: Volume 1—Reprinted with changes in 1953, 492 pages illustrated. $2.00. Catalog number D 208.11: P 56/2/953/v. 1.

Postal Clerk 1 and C—Published 1964, 167 pages illustrated. $1.00. Catalog number D 208.11: P 84/2.

Radioman 1 and C—Published 1966, 320 pages illustrated. $1.75. Catalog number D 208.11: R 11/2/966.

Shipboard Electrical Systems—Revised 1966, 427 pages illustrated. $2.25. Catalog number D 208.11: El 2/7/966.

Shipfitter 1 and C—Revised 1965, 158 pages illustrated. $1.00. Catalog number D 208.11: Sh 6/5/965.

Signalman 3 and 2—Published 1964, 176 pages illustrated. $1.50. Catalog number D 208.11: Si 2/964.

Standard First Aid Training Course—Revised 1965, 112 pages illustrated. $.70. Catalog number D 208.11: F 51/3/965.

Periodicals Available from GPO

This listing includes selected magazines available from the Superintendent of Documents, Government Printing Office, which may be of interest to the Navyman. It is based on the listing in the *Government Periodicals and Subscription Services* (see page 50).

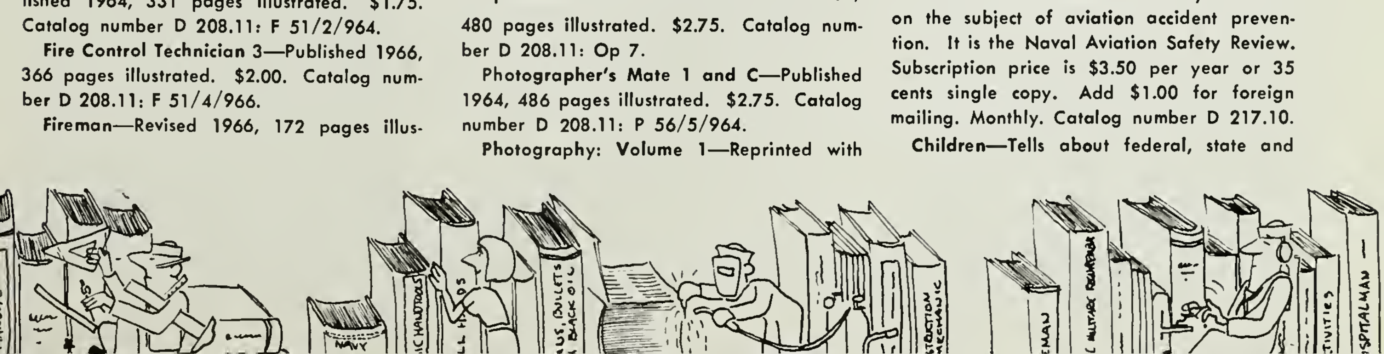
Unless otherwise stipulated, the periodicals below may be ordered for either one, two or three years. Subscriptions should be placed with the Superintendent of Documents, United States Government Printing Office, Washington, D. C. 20402, giving the title and price.

All Hands—Includes interesting articles (we hope) of general public interest about the U. S. Navy and its operations. It is the Bureau of Naval Personnel Career Publication. Subscription price is $2.50 per year or 25 cents single copy. Monthly.

Catalog number D 208.3.

Approach—Contains stories, editorials and accurate information currently available on the subject of aviation accident prevention. It is the Naval Aviation Safety Review. Subscription price is $3.50 per year or 35 cents single copy. Add $1.00 for foreign mailing. Monthly. Catalog number D 217.10.

Children—Tells about federal, state and



local services for children, child development, health and welfare laws, and other news pertinent to child welfare in the United States. Subscription price $1.25 per year ($.50 extra for foreign mailing), or $.25 single issue. Published every two months. Catalog number FS 14.109.

Civil Service Journal—Focuses attention on important developments in the Federal Civil Service. Subscription price $1.00 per year ($.25 extra for foreign mailing) or $.25 single issue. Quarterly. Catalog number CS 1.66.

Commander's Digest (formerly *For Commanders—This Changing World*)— Published by the Armed Forces News Bureau, this publication contains official information, news and policy, direct from Washington, D.C. authorized sources. Subscription price $2.50 per year ($3.25 extra for foreign mailing), or $.05 single copy. Semiweekly. Catalog number D 2.15/2.

Department of Defense Telephone Directory—Includes an alphabetical directory of Department of Defense (including Department of the Army, Department of the Navy, and Department of the Air Force) personnel, and a classified section by agency for the Washington, D.C., metropolitan area. Subscription price is $4.50 per year, and is made by single year only (add $1.00 for foreign mailing) or $1.25 single copy. Published quarterly. Catalog number D 1.7.

FAA Aviation News—Designed to promote understanding of and cooperation with FAA safety programs. It tells of the Agency's role in the development of a National Aviation System. In addition to safety material, the magazine carries articles on FAA rules and legislation, aviation medical research, developments in managing the Nation's air traffic, and important Agency technical programs in such fields as the commercial supersonic transport and V/STOL aircraft. Subscription price $1.50 per year ($.50 extra for foreign mailing) or $.15 single copy. Catalog number TD 4.9:

Foreign Policy Briefs—Short, newsworthy comments on various elements of American international relations, issued as an aid to wider understanding of this Nation's foreign policy. Subscription price is $1.25 per year ($1.00 additional for foreign mailing). No single copies sold. Published every other week. Catalog number S 1.98.

Instructor's Journal—Serves as a medium in which the instructor might gain expression in spotlighting his accomplishments through the exchange of ideas. It also disseminates news of professional developments in the fields of education and training, with emphasis on new methods and technology. Published by the Air Force. Subscription price $1.50 ($.50 extra for foreign mailing) or $.40 single copy. Subscriptions are accepted for one year only. Catalog number D 301.38/7.

JAG Journal—Compiled in the Office of the Judge Advocate General of the Navy. Designed to promote legal forehandedness among naval personnel charged with the administration of naval law. Subscription $1.25 per year ($.50 extra for foreign mailing) or $.25 single copy. Issued five times a year. Catalog number D 205.7.

Naval Aviation News—Presents articles of interest on all phases of Navy and Marine air activity. Subscription price $2.50 a year ($1.00 extra for foreign mailing) or $.25 single copy. Monthly. Catalog number D 202.9:

Naval Research Logistics Quarterly—Publishes research and expository papers, including those in certain areas of mathematics, statistics, and economics, relevant to the over-all effort to improve the efficiency and effectiveness of logistics operations. Sub-

GPO Has Catalog Listings (Free) of Available Publications

The following catalog lists are among those issued free by the Superintendent of Documents, Government Printing Office. The catalogs may be of particular interest to naval commands and Navymen and Navy wives.

The lists describe each available book and pamphlet in the particular subject category published by the Government Printing Office, specifying the number of pages, whether or not there are illustrations, the prices, and the catalog numbers.

Naval commands, and ship and station libraries may be interested in obtaining the catalogs of special interest to them. Those interested may order any of the catalogs listed free of charge. Address your request to: Superintendent of Documents, Government Printing Office, Washington, D. C. 20402. Allow several weeks for delivery.

Navy (No. 63)—This catalog lists the titles of books and pamphlets on subjects relating not only to the Navy, but also to the Marine Corps and Coast Guard.

Aviation (No. 79)—This is a listing of titles on the subject of Civil Aviation, Naval Aviation, Air Force, National Aeronautics and Space Administration, technical reports, and space.

Defense (No. 85)—Included in this catalog listing are titles on veterans' affairs, information on the armed forces in general, the Department of Defense, National Security, renegotiation of contracts, Selective Service, military standardization, supply cataloging and classification of DOD, and DOD educational manuals.

Radio and Electricity (No. 82)—A listing of titles of publications on the subjects of electronics, radar, and certain aspects of communications.

Weather, Astronomy, and Meteorology (No. 48)—The titles described here are on the subject of climate and precipitation as well as meteorology and astronomy. Also listed are titles on floods and flood control.

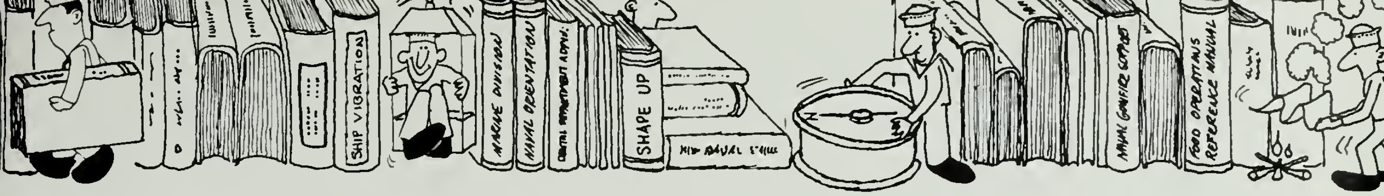
Consumer Information (No. 86)—Navy wives may find titles of interest to them on family finances, appliances, recreation, gardening, health and safety, food, house and home, child care, clothing and fabrics.

Home Economics (No. 11)—This is also of possible interest to Navy wives. It lists titles on foods and cooking, with brief descriptions and price lists for each book or pamphlet.

Education (No. 31)—Titles of government publications available in the broad general area and specialized fields of education.

Occupations (No. 33A)—Naval personnel retiring from active duty may want to study or order selections from these listed titles on professions and job descriptions.

Homes (No. 72)—A listing of publications on homes and housing, construction, maintenance and community development.



scription price $1.50 per year (plus $.50 extra for foreign mailing) or $.50 single copy. Subscriptions are not taken for more than one year in advance. Quarterly. Catalog number D 210.12.

Naval Research Reviews—Reports briefly on highlights of technical progress in research by Navy laboratories and contractors and the development of important naval research facilities. Subscription price $1.50 per year ($.50 extra for foreign mailing) or $.15 single copy. Monthly. Catalog number D 210.11.

Naval Ship Systems Command Technical News—Presents articles of particular interest to naval architects, shipbuilders, naval officers, ship repair personnel, and others concerned with building and maintaining vessels and their components. Subscription price $4.00 per year ($1.00 extra for foreign mailing) or $.35 single copy. Monthly. Catalog number D 211.8.

Naval Training Bulletin—Contains helpful articles on recent advancements in training procedures, visual aids, workshop methods, and other phases of occupational training. Subscription price $1.00 per year ($.25 extra for foreign mailing) or $.25 per single copy. Quarterly. Catalog number D 208.7.

Navy Civil Engineer—Features articles on the Navy's worldwide shore establishments, including technical articles on planning and designing, construction, maintenance, public works, utilities, transportation, Navy housing and real estate, and the Naval Civil Engineering Laboratory. Covers research and development, disaster control, and features articles on Civil Engineer Corps officers and the Seabees. Subscription $1.50 per year (plus $.50 additional for foreign mailing) or $.30 single copy. Issued every other month. Catalog number D 209.13.

Navy Management Review—Contains articles relating to advanced management techniques and philosophies in the Navy and the Marine Corps. Subscription $1.50 a year ($.50 additional for foreign mailing) or $.15 per single copy. Monthly. Catalog number D 201.14.

Newsletter—The magazine of the U. S. Navy Supply Corps, *Newsletter* contains articles on technical and logistics support of the Naval Establishment, and related subjects. Subscription $3.00 a year ($.75 extra for foreign mailing) or $.35 single copy. Subscriptions are not accepted for more than one year in advance. Monthly. Catalog number D 212.14.

Safety Review—Contains articles which provide all levels of management with information encouraging greater effort in accident prevention in the naval service. Subscription price $1.25 yearly (plus $.50 extra for foreign mailing) or $.15 single copy. Monthly. Catalog number D 204.7.

Sealift Magazine—An official Navy publication for the dissemination of items of technical and professional interest concerning MSTS operations; the promotion of safety, efficiency and conservation; items about military shipping of interest to commercial shipping officials; and items dealing with matters of military-maritime safety, efficiency, and conservation. Subscription $2.25 a year ($.75 extra for foreign mailing) or $.20 single copy. Monthly. Catalog number D 216.8.

Weekly Compilation of Presidential Documents—Makes available transcripts of the President's news conferences, messages to Congress, public speeches and statements, and other presidential materials released by the White House up to 1700 each Friday. The compilation carries a Monday dateline. It includes an index of contents and a cumulative index. Other finding aids include lists of laws approved by the President and of nominations submitted to the Senate, and a checklist of White House releases. Subscription price $6.00 ($3.25 extra for foreign mailing) or by single issues at varying prices. Subscriptions are not accepted for more than one year. Catalog number GS 4.114.

Books and Pamphlets on Travel and Recreation

The following titles were taken from the catalog of *National Parks, Historic Sites and National Monuments* (see page 50). This selection represents only a small fraction of the publications available on the subject.

Bandelier—Bandelier National Monument, New Mexico. $.10. Catalog number I 29.21: B 22/3/967.

Big Bend National Park—Big Bend National Park, Texas. $.15. Catalog number I 29.6:B 48/2.

Plants of Big Bend National Park—Contains numerous photographs and descriptions, including the scientific names, of the many beautiful plants found in Big Bend National Park. It also provides a key for identification of the plants, index to common and scientific names, a glossary of plant terminology, and other related sections. $1.50. Catalog number I 29.6:B 48/5.

Chickamauga and Chattanooga—Chickamauga and Chattanooga Battlefields and National Military Park, Ga.—Tenn. $.25. Catalog number I 29.58:25.

Great Smoky Mountains National Park—Explains the natural history of the scenic Great Smoky Mountains in N. C. and Tenn. Contains numerous photographs of the flowers, animals, and scenic views, as well as informative data on the area, wildlife, plants, climate, and other items of interest. A map of the area is also included in this handbook. $.55. Catalog number I 29.62:5.

Whitman Mission National Historic Site, Wash. Tells the story of the Whitmans, founders of the Whitman Mission, and of their devotion, nobility and courage in ministering to the Indians and assisting emigrants on the Oregon Trail. The booklet contains brief informational and descriptive material concerning the Whitman Mission National Historic Site and includes photographs of the ruins being excavated by archeologists. $.45. Catalog number I 29.58:37.

Aztec Ruins National Monument—This historical handbook tells the story of the men in the San Juan Valley, early hunters and gatherers, the Basketmakers, the Pueblos, and the Aztec Pueblo. It describes the explorations and excavations of these well-preserved ruins, as well as the ruins as they are today. $.30. Catalog number I 29.58:36.

Lake Powell—Jewel of the Colorado, administered as a national recreation area by the National Park Service, to provide the American public maximum access and enjoyment. $.75. Catalog number I 27.2:L 14p.

Colonial and Patriots, Historic Places Commemorating Our Forebears, 1700-1783—This volume deals with the great "outdoor archives" of American history as found in historic sites and structures. In two parts, it offers a brief historical background for the period 1700-1783 in American history and contains classified, carefully evaluated descriptions of historic places that should be visited by one who wishes to become acquainted with American history in its third dimension of place. An opportunity to seek out the experience and inspiration through a guidebook into history. Clothbound, $2.75. Catalog number I 29.2:H 62/9/v.6.

Recreation in the Pacific Northwest—Designed to acquaint you with the major attractions of the Department of Interior's National Park Service, the great dams and man-made lakes of the Bureau of Reclamation, and the recreational attractions of various Indian reservations. $.20. Catalog number I 1.2:P 11/962-2.

Wright Brothers National Memorial, N. C.—Tells the story of Wilbur and Orville Wright, the events leading up to the world's first successful flight of a man-carrying, power-driven, heavier-than-air machine on 17 Dec. 1903, and of their experiences at Kitty Hawk and Kill Devil Hills, North Carolina. A brief description of the points of interest at the Memorial are included. Numerous photographs and pictures illustrate the text. $.30. Catalog number I 29.58: 34.

Crockett Joins Navy

USS *Crockett* (PG 88) recently joined the Navy's other new gunboats *Asheville* (PG 84) and *Gallup* (PG 85).

Crockett, like her two predecessors, is designed for coastal surveillance and search missions. She is equally equipped to provide firepower during patrol operations with a rapid-fire 3-inch gun forward and a 40-mm antiaircraft cannon aft. Twin 50-caliber machine guns are mounted port and starboard.

The new gunboat is powered by two diesel engines when cruising and has a gas turbine for high speeds.

Crockett's hull, which is constructed of aluminum with a fiber glass superstructure, displaces 240 tons fully loaded.

Patrol gunboats are named for cities in the United States. PG 88, which was commissioned on 24 June, is named for Crockett, Calif.

Hello and Goodby

When Miss Caroline Kennedy took a second swat at the carrier *John F. Kennedy* (CVA 67) and finally splattered its bow with champagne, she had completed her part in one of several colorful ship debuts to take place recently.

Other ceremonies have marked the launching of a nuclear attack submarine, the commissioning of a destroyer escort and a guided missile escort ship, and the recommissioning of a guided missile destroyer.

The carrier *John F. Kennedy* was launched at Newport News, Va. Dignitaries at the ceremony, in addition to the ship's sponsor, included President Johnson, Secretary of Defense Robert S. McNamara, and Mrs. John F. Kennedy.

The new CVA is 1047 feet long, with a light ship displacement of 61,000 tons. Her keel was laid 22 Oct 1964.

The nuclear powered attack submarine *Gurnard* (SSN 662) was launched at Vallejo, Calif. The first *Gurnard* (SS 254) was awarded six battle stars and the Navy Unit Commendation for World War II action. She also had one of the highest single patrol tonnage scores of the war.

The new *Gurnard's* keel was laid on 22 Dec 1964. She is of the *Sturgeon* class, 292 feet long and 31 feet at the beam. She displaces 4100 tons fully loaded. Her weapons include torpedoes and *Subroc.*

The escort USS *Koelsch* (DE 1049) was commissioned at Boston Naval Shipyard, Charlestown, Mass. Named for Lieutenant John K. Koelsch, a helicopter rescue pilot who was awarded the Medal of Honor posthumously during the Korean conflict, the new destroyer is 414 feet long and displaces 3400 tons.

Her weapons include 5-inch/38-caliber guns, *Asroc, Dash,* and standard torpedo tubes.

The Navy's second guided missile escort ship, USS *Ramsey* (DEG 2) was commissioned at Seattle, Wash. The new ship is named for Admiral Dewitt Ramsey, who received the Navy Cross for his actions during the Battle of the Solomons.

Designed primarily for antisubmarine warfare, *Ramsey* is equipped with *Asroc,* and antisubmarine torpedo launchers. She has a single 5-inch/38-caliber gun mount forward, and one *Tartar* guided missile mount aft. She is 414 feet long, with a beam of 44 feet. She displaces 3400 tons.

Recently brought back into the Fleet was the guided missile destroyer USS *Decatur* (DDG 31). She was recommissioned at Boston Naval Shipyard, where she first joined the Fleet as DD 936 in December 1956. She was decommissioned on 15 Jun 1965 for conversion to a guided missile destroyer.

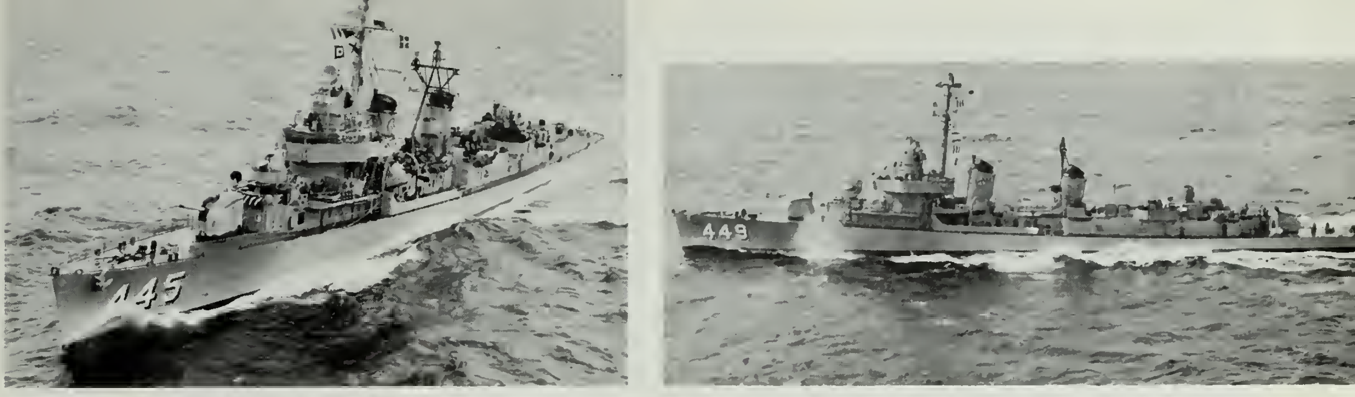
Decatur is armed with *Asroc, Tartar* missiles, and a 5-inch/54-caliber gun. She is 420 feet long, with a beam of 45 feet. She displaces 4000 tons fully loaded.

As the Navy welcomes these ships into the Fleet, it also must bid farewell to two Pacific-based submarines which are being deactivated. The subs are USS *Rasher* (AGSS 269), and *Perch* (APSS 313).

Both submarines were built and commissioned during World War II, and went on to see considerable action in the Pacific theater.

With her retirement—for the second time—from active naval service,

HELLO AND FAREWELL—Navy's second guided missile escort ship, *USS Ramsey* (DEG 2), was recently commissioned and is designed for antisubmarine warfare. *Left:* Pacific-based *USS Rasher* (AGSS 269) is being decommissioned.



SILVER ANNIVERSARIES—The two oldest destroyers in the Navy, *USS Fletcher* (DD 445), *left,* and *USS Nicholas* (DD 449), right, completed 25 years' service last June. Both of the destroyers are homeported in Pearl Harbor.

Rasher takes with her an outstanding combat record.

Commissioned 8 Jun 1943, by the war's end *Rasher* had accounted for 99,901 tons of enemy shipping sent to the bottom. This record was second only to that of USS *Flasher* (SS 249).

Rasher was decommissioned in January 1947, but was taken out of mothballs in 1952 and converted to a radar picket submarine.

Perch is a veteran of World War II, the Korean conflict, and Vietnam. She made six war patrols during World War II, ranging some 100,000 miles in enemy waters.

In January 1948 she was redesignated a submarine transport after a brief period in mothballs. During the Korean conflict, *Perch* took part in a daring commando raid which earned the crew the submarine combat insignia.

Perch was homeported at Pearl Harbor, while *Rasher's* home port was San Diego.

Coconino County

The value of training is seen in many ways, but none so dramatic as that recently experienced on USS *Coconino County* (LST 603). In a landing in the Cua Viet estuary about 10 miles south of the demilitarized zone in Vietnam, *Coconino County* was beached, offloading cargo and equipment, with engines going ahead to maintain her position on the beach.

Shortly after midnight a series of explosions rocked the ship and opened her bottom to the sea. Tons of water rushed through the holes to fill the engine room and two lower decks of the ship. The alertness and training of the watch—three men—was demonstrated in the following few moments. They secured the engines and the ship's electrical power in the 20 seconds they had before being forced to seek safety.

Two-thirds of the crew were asleep at the time of the initial blast, but they quickly responded to the situation. The many drills paid off. The professional and well trained response could well have saved the ship.

At dawn, the crew offloaded the remainder of the ship's cargo and, *Coconino County's* job completed, she was towed to Da Nang where permanent repairs were started. Here is just one more example of the value of training—at every level.

Welcome Home

Remember channel fever? If you've ever been homeward bound after a long deployment, you do. For those of you who haven't had the complaint, it's like no other pleasure.

It begins several thousand miles from home port, when the Fleet commander sends your ship a message saying bon voyage and have fair winds and following seas and your deployment is over. Your CO passes the word and you can feel the fever coming on.

You've been deployed for maybe eight months. Eight months of running a tight ship at peak efficiency. Eight months of tension. Now you relax. You're going home. You've got channel fever.

The symptoms are easy to recognize.

Insomnia sets in. Instead of sleeping, you watch movies all night, or join one of the groups playing Acey Deucy, or you shine your shoes again, even if they already sparkle.

Come daybreak, the malady is still there. Maybe you lie in the sun awhile, working on that last-minute tan. Or you read and re-read the letter you received last week. There won't be any more.

Or you go up on deck and watch

PROTEUS' 100th—USS *Proteus* (AS 19) completed 100th *Polaris refitting* treatment on *Daniel Boone,* the same submarine she first serviced in 1964.

ROAD SIGNS—Mobile Construction Battalion Forty used sign language to announce the 25th Seabee anniversary.

the water slip by and listen to the ship strain and rumble as the black gang get all they can out of her. Maybe you hold field day. Just for something to do.

The fever is contagious. All over the ship, unusual things are happening. The personnel office is knee-deep in leave requests. Disbursing is busy. Plans are underway for the headin' home hootenanny.

The chaplain has no customers. Nor the Doc. Who wants two weeks in sick bay at a time like this?

Channel fever. You can't wait to get well.

Happily recuperating from channel fever are the crews of quite a few ships of the Atlantic and Pacific Fleets. Returning from WestPac deployments were:

- The attack transport USS *Henrico* (APA 45), to her San Diego home port. In her nine-month tour, *Henrico* took part in the Deckhouse V amphibious operation in Vietnam, and later served as support ship for river patrol boats in the Rung Sat. It was her second trip to Vietnam.
- The rocket-firing ship USS *White River* (LSMR 536), to San Diego, after her third two-month Vietnam tour. In her three stints in Vietnam, *White River* fired 25,000 5-inch rockets, 2200 5-inch/38-caliber projectiles, and 12,000 40-mm rounds at enemy targets.
- The carrier USS *Ticonderoga* (CVA 14), to San Diego, completing her third Vietnam tour.

She claims a number of firsts accomplished during her latest deployment. Her pilots (Carrier Air Wing 19) led the first strikes inside the city limits of Haiphong. She became the first carrier to notch three Vietnam tours of duty. A *Tico* pilot was the first to fly more than 300 missions over Vietnam.

Ticonderoga pilots laid down a total of 9300 tons of ordnance on enemy targets during her deployment. During operations in the Tonkin Gulf, *Tico* pilots made more than 13,000 arrested landings. Her pilots flew a total of 11,672 combat sorties, including 127 sorties a day on three occasions.

ON DECK—A new *Skyhawk*, the A-4F, with a new look becomes operational.

- The destroyer USS *Picking* (DD 685) to Long Beach. During the five-month deployment, *Picking* destroyed or damaged over 35 North Vietnamese logistics areas, shore batteries, and staging areas. Her jobs in the war zone included shore bombardment, gunfire support for ground troops in South Vietnam, and escort and rescue destroyer for U. S. carriers and cruisers operating in the Tonkin Gulf.
- The guided missile destroyer USS *Waddell* (DDG 24), to Long Beach, after a five-month WestPac tour. During her stay with the Seventh Fleet, *Waddell* steamed over 20,280 miles, burning over one and a half million gallons of fuel oil.

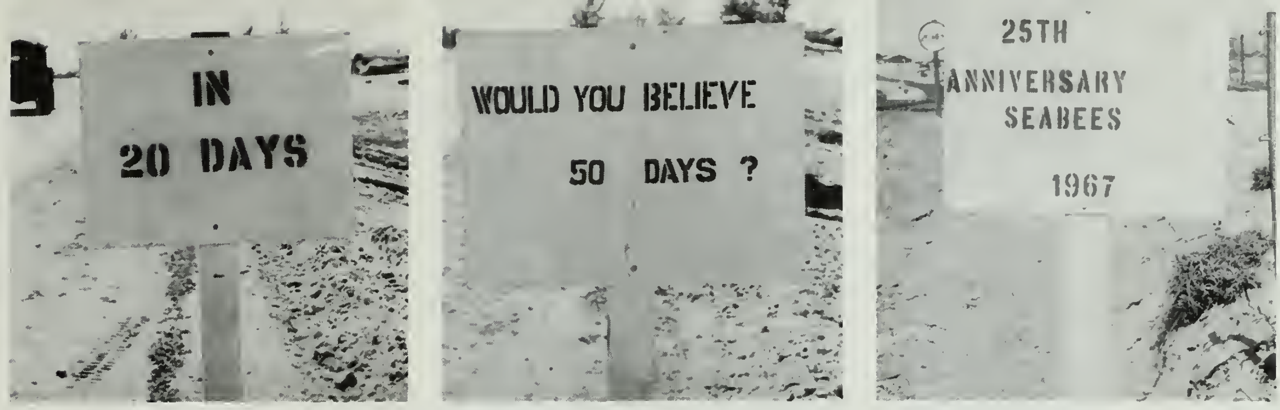
While shelling enemy coastal defense sites near the Song Ma River in North Vietnam, *Waddell* came under heavy attack from shore batteries. After a blazing 20-minute exchange, Waddell silenced the shore batteries, receiving light superficial damage, and no personnel casualties.

- The carrier USS *Kitty Hawk* (CVA 63), to San Diego. This was the second combat tour for the carrier, and it kept her away from home port for seven months.

Kitty Hawk's planes were among the first to fly air strikes against *Mig* bases clustered around the North Vietnamese capital of Hanoi. Pilots from *Kitty Hawk* flew more than 10,000 combat missions and dropped over two million pounds of ordnance on enemy targets.

- The amphibious assault ship USS *Princeton* (LPH 5), to Long Beach, after five months in WestPac. Acting as flagship for the Amphibious Ready Group, *Princeton* participated in three major amphibious operations in South Vietnam.

One was Beacon Hill, a search and destroy mission just south of the Demilitarized Zone. *Princeton*



NEW AIRFIELD—Signs also announced completed Camp Shields runway.—Photos by Marion Lloyd, PH2, USN.

also took part in operations Beacon Star, in northern Thau Thien province, and Belt Tight, south of the Ben Hai River.

Besides serving as an operating base for the Marine special landing force, *Princeton* played a major role as a front line medical facility during the combat operations.

- The Norfolk-based ammunition ship USS *Shasta* (AE 6), after eight months off Vietnam. *Shasta* steamed more than 54,000 miles during her deployment.

While she was in WestPac, *Shasta* marked her 25th anniversary, which she celebrated by delivering a silver-painted 500-pound bomb to the carrier USS *Coral Sea* (CVA 43). It was immediately loaded on a *Skyhawk* jet for delivery on a rail complex in North Vietnam.

- Seven Newport-based destroyers of Destroyer Squadron 20, after more than four months in the combat zone. The destroyers are USS *Charles P. Cecil* (DD 835), *Brownson* (DD 868), *Myles C. Fox* (DD 829), *Norris* (DD 859), *Warrington* (DD 843), *Keppler* (DD 765), and *Newman K. Perry* (DD 883).

- The destroyer USS *Manley* (DD 940), to Charleston. *Manley* accompanied the Destroyer Squadron 20 ships mentioned above to the combat zone. She acted as flagship of the squadron during the cruise.

Channel fever is not an exclusive disease of Pacific Fleet ships, of course. Atlantic Fleet ships recently returning from Mediterranean cruises include:

- The carrier USS *Shangri-La* (CVA 38), to Mayport, Fla. After eight months in the Mediterranean, *Shangri-La* was relieved in the Med by USS *Saratoga* (CVA 60). *Shangri-La* thus completed her fifth Mediterranean deployment since joining the Atlantic Fleet in 1960.

The carrier participated in Sixth Fleet and NATO exercises during her deployment, and was able to visit Valletta, Malta; Istanbul, Turkey; Toulon and Marseilles, France; Taranto, Palermo, Genoa and Naples, Italy; and Barcelona, Spain.

- The destroyers USS *Willis A. Lee* (DL 4) and *Hugh Purvis* (DD 709), to Newport. The ships had completed a six-month tour with the Sixth Fleet in the Mediterranean.

New Link Trainer

An advanced version of the *Link* instrument trainer has been introduced at NAAS Whiting Field, Fla. The new trainer, designated 2B21, has replaced the old "blue box" apparatus which had been used since World War II days.

The new 2B21 consists of one digital computer and four or more trainers. The older model needed one computer for every two simulated cockpits, but the speed of the 2B21 allows installation of four cockpits per computer, with add-ons as necessary.

Flight and engine characteristics of each mock cockpit are patterned after the T-28.

The Automated Word

A computer system which will automatically accept, route and send messages without human intervention is soon to be built for the Navy Communications Centers.

Called NABPARS (Naval Automatic Broadcast Processing and Routing Switch), the system will be capable of operating on a round-the-clock, seven-day-week basis. It is anticipated that it will greatly reduce time needed for many operations. For example, the two hours now required to recall a message for retransmittal will be cut to about five minutes.

In addition, the system includes a method of electronically keeping track of ships. Whenever one center receives a report of a ship movement, the information will be automatically relayed to the other NABPARS centers.

The people who prepared the

NEW FLIGHT TRAINER—This new instrument flight trainer, designated the 2B21, will replace the 20-year-old Link "Blue Box" trainer. The new system contains four trainers which operate simultaneously from one digital computer.

specifications and the procurement request expect the system to be operational at the first location by 1969, and can foresee approximately 12 installations following the first.

Visit to Pagsanjan

After a month or more on station in the Tonkin Gulf, Navymen understandably appreciate a change of scene. To find needed rest and relaxation, many Seventh Fleet sailors follow a long route from Subic Bay, through Manila, to Pagsanjan Falls.

Pagsanjan's setting offers a quiet, peaceful atmosphere. It lies near the upland edge of a large region of plantations covered by coconut trees. These graceful trees form a striking backdrop over the countryside with their curving 70-foot trunks leading to a cluster of long leaves at the top which glisten in both sun and moonlight.

Houses in the community are native country architecture, usually built of Philippine mahogany and woven bamboo, with thatch roofs. They are partly or completely open on one or more sides to allow free circulation of cooling breezes.

Of the assorted activities found at Pagsanjan the "must" for most visitors is the boat trip up the river through a narrow gorge to the falls.

This wild up-river area is under control of the Philippine government, and is similar to a national park in the U. S. The gorge was formed by water cutting through layers of volcanic rock, which covers most of these islands.

The visitor entering the sun-streaked canyon finds cliffs only 50 feet apart soaring out of the water for over 300 feet.

The moist tropical climate has covered these towering cliffs with abundant vegetation. Large palms grow out of the vertical cliffsides and sweep upward. Tangled root systems among the bushy growth hang down 50 feet or more, and lush, thick-leaved plants grow at intervals where small falls drip and cascade down, covering the boat passenger with cooling mist.

The boats are reminiscent of dugout canoes, about 20 feet long by two feet wide. Two Filipino youths usually do the paddling and hauling. They are experts at a job which calls for dexterity and skill.

The river is a mixture of quiet pools and stretches of rapids, where the paddlers must move briskly from side to side in the boat, pushing against boulders with bare feet to keep moving against the current.

At first, the resultant rocking of the boat may convince the passenger he is in for a dunking, but the paddlers are real rivermen.

The passenger soon forgets about getting wet when he reaches the quiet serenity of a pool. Here the lazy atmosphere is a soft tune of insect noises, accompanied by the muted scraping of the paddles against the boat as it glides along. The water is jade green as it reflects surrounding vegetation and large algae growths under the surface.

At the head of the gorge, where the main fall pours out of a deep cleft, there is a chance to jump in for a swim and buy refreshments before heading back.

The fast ride down the river exits the gorge back toward the landings near the lodges. Here is softer country, lined with trees, and here and there the bright pinks of the bougainvillea and the shiny browns and purples of plants of the San Francisco family.

But the river trip is not all there is to see and do at Pagsanjan.

For the demanding appetite, a meal may include Spanish omelette, meat from a pig you watched roasting over hot coals, egg rolls, sweet-tasting white bread made from ground wheat and casaba roots, rice cake, and a bland fermented pineapple. To top it off, a drink of coconut milk.

There will be time later to watch local children demonstrate folk dances. Trying one's hand at the "Tinikling" brings on assorted stumbling and laughing. The dance is an imitation of a heron-like bird which is found in the rice and cane fields. Dancers hop from side to side as others sit on the floor slapping bamboo poles against the floor and then together. The dance progresses and the pace quickens. Here is where the learning sailor is liable to have some bare toes pinched. But it doesn't hurt much and the fastest learner usually earns a prize.

The end of dancing brings relaxation in the coolness of the night, and perhaps a moonlight swim. Some simply stroll the banks and watch the moon play with ripples in the water.

It's easy to become jealous of such moments, for they soon end, and the sailor must return to his ship. But the visit to Pagsanjan will be remembered for a long time, and it is a much fresher man who returns to the Tonkin Gulf for another month of action.

New Housing at Corpus Christi

Three hundred and fifty families at the Naval Air Station, Corpus Christi, Tex., will have new housing within the next 5 months. Ground has been broken for the develop-

CHANGE OF PACE—Seventh Fleet Vietnam veterans relax in Philippines with boat trip upriver through peaceful countryside to canyons of Pagsanjan Falls.

ment which will include 150 units for officers and 200 for enlisted men and their families.

The project will include both houses and apartments for two and four families. Officers' units will have two and three bedrooms while those for enlisted families will contain from two to four bedrooms.

Different designs and varied construction of brick and western cedar will be employed in the new housing to avoid a stereotyped effect.

VA 125 Greets New *Skyhawk*

The newest member of the Navy's family of A4 *Skyhawk* attack bombers, the A4F, joined the Fleet recently when the first of the new jets was delivered to VA-125 at NAS Lemoore, Calif.

The A4F is the sixth version of the *Skyhawk* series to be developed. Earlier models of the attack bomber are being used extensively in Navy and Marine combat operations in Vietnam.

The latest *Skyhawk* contains several improvements over earlier versions of the little jet. For example, an upper avionics compartment installed aft of the cockpit gives it a new look.

Other innovations include nose wheel steering, wing-lift spoilers which improve performance in a cross wind, and a more powerful engine which develops 9300 pounds of thrust compared to the 8500-pound thrust engine of its predecessor.

The A4F is also equipped with a zero-zero ejection system, so called because it will safely eject its pilot at zero altitude and zero speed.

Designed for carrier operations, *Skyhawks* are less than half the size of many current jet fighters. For this reason, A4s can be housed comfortably in carriers without folding the wings.

The bantamweight bombers are also highly adaptable to tactical missions, and are often flown from forward landing strips for close air support.

The A4F weighs only about 10,000 pounds, but it can take off fully loaded from a carrier at a gross weight of 24,500 pounds, including a combat load of up to 8200 pounds of ordnance.

More than 1900 *Skyhawks* of all models have been delivered to the Navy since the first of the aircraft went into service in 1956.

It's Good Clean Sound

IT MAY NOT BE your idea of good music, but to an aircraft filter it's the cleanest sound around.

Sound waves are playing an important part in the modern Navy as an aircraft maintenance tool. The Aircraft Maintenance Department at NAS Naha has two ultrasonic vibration cleaning units installed in its Airframes Division.

Many sizes and types of aircraft filters are cleaned by these units. The filters are used in Navy aircraft to remove foreign particles from oil, gasoline, and hydraulic systems. The filters are flown to Naha from various squadrons in the Seventh Fleet for sonic cleaning. They are prepared for their sonic scrubbing by a series of pressure sprays and solvent solutions, and then placed in special baskets and lowered into the ultrasonic cleaning unit where foreign matter is vibrated from the filter. The filters are then checked for proper flow by various testing devices, packaged and returned to the squadrons.

This method of cleaning aircraft filters is being introduced into the majority of naval air stations and aircraft carriers throughout the Fleet.

LETTERS TO THE EDITOR

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Pers G15, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

Gold "C?" Si!

Sir: In your July issue, S. F. M., SM2, USN, raised the question whether any ship had ever earned a Gold "C"—the award for five consecutive years of "E"fficiency in communications.

By now I'm sure my old shipmates of USS *Fort Snelling* (LSD 30) have told you that their ship displays a Gold "C." It was painted on the *Fort* on 1 Jul 1966.—George R. Lanchantin, Jr., LCDR, USNR, GLakes, Ill.

• *Your faith in the pride of your former shipmates is well founded, Commander. It wasn't long after that issue hit the Fleet before we received word from P. M. Clausen, RD3, USN, aboard Fort Snelling, telling us of the LSD's success.*

His letter was followed by one from D. Dotter, SM2, USN, in Puerto Rico, who echoes the radarman's claim, and more are coming in each week.

Clausen further tells us *Fort Snelling* is awaiting official word on a hashmark for her Gold "C." Our congratulations. —Ed.

Von Steuben *Stakes Claim*

Sir: We of the USS *Von Steuben* (SSBN 632) Blue crew believe we may have achieved a record in two different categories.

While on our third *Polaris* deterrent patrol, we spent 70 days and seven hours (1687 hours) completely submerged and sealed from outside atmosphere. We believe this will be difficult to top.

We also claim a possible record reenlistment rate. During the past three years 84.6 per cent of our first-termers have signed up for another hitch, as have 93.6 per cent of our career Navymen. The average is 89.1.—J. P. Wise, CAPT, USN.

• *Thank you, Captain, and congratulations on the achievements chalked up by your ship. But judging by past experience, we suggest you stand by for challengers.*

As we're sure you know, USS Triton *(SSRN 586) traveled around the world while submerged back in 1960, a trip which took 84 days. Not that the* Triton *record will negate your claim, as the ship wasn't sealed off completely from the surface for as long as 70 days.*

The statistics concerning the 70-day and seven-hour dive, by the way, have been verified. We weren't suspicious, just awed—we thought it might be a misprint.

Concerning Von Steuben's *reenlistment rate, it just goes to prove the point made in last month's special issue on the Submarine Navy, in the article entitled, "Why They Wear the Dolphins."*—Ed.

BLACK SHIP FESTIVAL—Seventh Fleet frigate *USS Mahan* rides at anchor in Shimoda Harbor during festival commemorating Commodore Perry's historic visit which helped open trade routes between U. S. and Far East countries.

Savings Deposit Program

Sir: Under the Savings Deposit Program, a man can invest the unallotted pay he is entitled to receive on the pay day preceding the deposit.

Does this include any amount he may have on the books or only the unallotted amount he normally receives from one pay day to the next?—E. A. K., YNC, USN.

• *Your first deposit can include whatever unallotted money you have on the books so long as it does not (may you be so rich) exceed $10,000. Additional deposits, of course, would necessarily be limited to the amount of unallotted pay you received during a normal pay period.*

The Savings Deposit Program is a little more than a year old but there still may be some who have not received the word. For those who haven't, the program provides an excellent opportunity for active duty Navymen stationed outside the United States, the Virgin Islands, the Canal Zone, Guam, American Samoa and Puerto Rico to receive an unusually large return on invested money.

The interest rate on deposits is a whopping 10 per cent and a man can deposit all money he receives as a reenlistment bonus, payment for travel on discharge and unused leave, as well as unallotted regular pay items. The rules also specify that money can be accumulated on the books before an overseas deployment and deposited after being deployed outside the areas specified above.—Ed.

Midshipmen Rate a Salute

Sir: Does Navy etiquette specify that midshipmen rate a salute? Midshipmen are not mentioned in that section of Chapter 21 of *Navy Regs* which covers hand salutes, and the chapter gives no clue concerning their relative position in the Navy rank structure.

Other authoritative references, however, rate midshipmen as being officers in a qualified sense.

All of which brings us back full circle to the question—should enlisted men salute midshipmen?—R. O., QM1, USN.

• *To prevent further circular travel, we'll avoid the old saw which begins "When in doubt" and quickly advise you to salute.*

Midshipmen rank between warrant officers and chief warrant officers and, therefore, merit the military recognition of other Navymen.—Ed.

VA Home Loan

SIR: I served on active duty in the Navy from 9 Feb 1961 to 9 Mar 1965, and I am presently in the inactive Naval Reserve.

I would like to buy a house. Do I have any GI rights or veteran's benefits? Who can get a mortgage loan through the Veterans Administration?—J. R. M., STS3 (SS), USNR.

• *Provided the information contained in your letter is correct, you are basically eligible. Under the Veterans Readjustment Benefits Act of 1966, you are eligible for a GI home loan made by a private lender, and the VA will guarantee up to $7500 of the loan. The VA requires no down payment. In certain designated areas, the VA may make direct home loans if private lenders are not making GI loans.*

To be eligible, a veteran must have served on active duty for at least 181 days, any part of which occurred after 31 Jan 1955, and have been discharged under conditions other than dishonorable. If the discharge is for disability, the 181-day requirement is waived.

Persons whose military service after 31 Jan 1955 consisted of active duty for training are not eligible.

Active duty Navymen are also eligible for a GI loan. Under the new law, members of the U. S. Armed Forces who have served at least two years' active duty, even though not discharged, are eligible while their service continues without breaks.

A veteran's eligibility for the home loan lasts a minimum of 10 years from the date of his last discharge or release. For each three months' active duty, his eligibility is extended another year beyond the 10, up to a maximum of 20 years.

For either a veteran or a serviceman, the VA may guarantee part of a home loan made by a private lender, up to $7500, or 60 per cent of the loan, whichever is less. This means that a lending institution will receive the government's guarantee, which is intended to be in lieu of a down payment, or to reduce the down payment which the lender normally requires.

VA home loans are not restricted to the purchase of homes, but can be used to make alterations, repairs, or improvements in homes already owned and occupied.

There is no maximum on the amount of a guaranteed loan made by a private lender. Direct loans made by VA may not exceed $17,500.

The present maximum interest rate on GI home loans is six per cent. The maximum term is 30 years.

A fee of one-half of one per cent of the loan amount must be paid to VA. However, under certain conditions the fee is not required if the veteran or serviceman at the time of application was also eligible for a loan based on World War II or Korean conflict service. This fee may be added to the total amount of the loan.

As we said, from all appearances, you are eligible for the home loan. However, you should contact the nearest Veterans Administration Regional Office for a definite ruling in your case.—ED.

Volunteers for Vietnam

SIR: I would like to volunteer for duty in Vietnam. How do I go about it?—E. S. P., PN3, USN.

• *We wish you well in your request.*

You must first be recommended by your commanding officer on the basis of motivation, character, performance, resourcefulness, responsibility, versatility and technical skill.

In addition, you must be E-2 or above, be 18 years of age or older, have a minimum of six months on active duty, and have at least 16 months' obligated service at transfer.

If you meet those requirements, submit your volunteer letter via your commanding officer and EPDO to BuPers (Attn: Pers-B211RVN).

Your chances of being ordered to duty in Vietnam are difficult to calculate. There are too many variables involved. The requirement for men is subject to change, as is the number of volunteers.

When BuPers receives your letter you will be placed on the Vietnam volunteer list.

How soon a person would receive orders—and whether he receives orders—depends upon his qualifications and the number of volunteers in comparison to the number of RVN billets for his rate and rating.

Obviously, if the number of volunteers greatly outnumbers the need for a particular rate and rating, the chances of receiving orders are slim. Volunteer requests, by the way, are not answered.

Once your name is on the volunteer list, it will not be removed unless you so request.

At present, men in all ratings are needed, though the requirements are especially great for the following ratings: BM, QM, SM, RD, GM, GMG, ET, ETN, RM, YN, PC, PN, SK, DK, SH, JO, CYN, MR, EM, EN, DC, DT, HM and SD.

For more information, see BuPers Notice 1306 of 18 Jul 1967.—ED.

Leave in Vietnam

SIR: My reenlistment date is nearing, and I will have more than 60 days' accrued leave. As I'm stationed in Vietnam, it will not be possible to use the excess before I ship over.

Normally, I realize, I would not be allowed to sell or carry over more than 60 days' leave. But isn't there some directive that makes it possible for men in Vietnam to sell or retain the extra?—A. W. P., HM1, USN.

• *Sorry, no. The regulations concerning excess leave, as outlined in "BuPers Manual," hold true regardless of where you are serving. It must either be used or lost.*—ED.

BIG LOOK—Seabees use a mobile crane to construct observation tower to help curb the flow of supplies to enemy near An Hoa.

Competing for WO

SIR: I would like to compete for warrant officer, but not in the category of my present rating, AX. I prefer to compete in the ADR category in which I served for 10 years.

As an ADR1, I passed the chief exam twice, but as an AX1 I have not yet been tested for AXC, although I will be eligible the next exam period.

My question is: Can I take the ADRC exam for warrant and, at the same time, take the AXC exam for possible advancement to E-7?—J. R. M., AX1, USN.

• *How sweet it sounds, but, alas, no. The Bureau's advancement section tells us that PO1s who are candidates for warrant officer must compete in the next E-7 examination in the rating in which they are serving.*

Since you are now an AX1, you must successfully pass an AXC examination in order to qualify for the Warrant Officer Program.—ED.

Eight-Inch Guns on Subs

SIR: Can you tell me if either the British or the French Navy had a submarine which carried an 8-inch gun as its main armament?—U. S. H.

- *Both the British and French navies have had submarines equipped with 8-inch guns or larger.*

The French submarine Surcouf *carried two 8-inch guns, which photographs indicate were aimed over the bow. For many years,* Surcouf *was the largest submarine in the world. She even carried a small seaplane in a deck hangar aft of her big guns.*

According to Jane's Fighting Ships *(1941),* Surcouf *displaced 2880/4304 tons and was 361 feet long. She carried a complement of 150 men.*

Jane's *also noted that* Surcouf *could dive in two minutes; made a 5000-mile endurance cruise, and remained submerged for a period of 60 hours.*

From this, you might assume that Surcouf *was an experimental type considerably ahead of her time, and you'd be right. Although launched in 1929, she did not enter service until 1934.*

In June 1940, Surcouf *entered a British port and was assigned to Free French Forces. She was not long for this world, however. In 1942, the big submarine was lost at sea, the victim of a collision.*

If you think the French 8-inch guns were big, you should have been around in July 1917, October 1918 and October 1920 when the British launched their "M1," "M2" and "M3" submarines. Each carried a 12-inch/35-caliber gun which, like Surcouf's, *is shown in pictures aimed over the bow.*

Jane's Fighting Ships *for 1925 seems somewhat uncertain concerning the operation of the gun. To avoid possible misinterpretation, we quote:*

"Reported that gun is loaded and laid to high angle elevation; then boat is dived to about 12 to 20 feet leaving muzzle of 12-inch gun above water, and periscopes. There is a bead sight on gun muzzle, so that gun can be sighted by periscope and fired when running at shallow submersion. To reload it is necessary to return to surface."

The 12-inch guns on the British "M" class submarines were intended primarily as antiship weapons. They were, however, never fired in action.

All three "M" class submarines disappeared from the naval scene before World War II. The M1 sank in 1925 after a collision. The M2 sank as the result of an accident in 1932. The sub's big gun had been removed in 1927 and she was altered to carry a seaplane.

The M3 was altered to carry mines in 1927 and sold in 1932. The British began a fourth "M" class submarine but it was never completed.—ED.

That's the opinion of our Training Division friend and, so far as we're concerned, what he says goes.

We trust your interest, as a BM, in the question is purely academic, for we understand that Change One to the "Qualifications for Advancement in Rating Manual" (NavPers 18068-B) has deleted the qual for "understanding the laws of cyclonic storms and methods of avoiding storm centers . . . E-6" as a required knowledge factor for the Boatswain's Mate rating.

One further, happy, discovery: Our "lieutenant" friend is no longer a lieutenant. He's a lieutenant commander.—ED.

Which Six?

SIR: I understand that Navymen who rate six or less ribbons must wear them all, but that men who have earned more than that are only required to wear six.

That's fine, but . . . which six?—C. F. M., YN1, USN.

- *It's up to you.*

As a matter of pride, it would seem natural to wear the six highest awards, but there is no requirement to that effect.—ED.

FLYING OVER—*Skyhawks fly in formation over USS Enterprise (CVAN 65).*

Seniority of Spot Promotion

SIR: How does a spot promotion affect precedence and seniority of officers? Here's the hypothetical situation: Two officers are of the same rank; the junior officer is spot promoted. The senior officer awaits normal promotion and is selected, but he is promoted after the spot-promoted officer.

By precedence number, the spot-promoted officer is still junior, but by date of rank he is senior. Also, the Officer Distribution Control Report lists the spot-promoted officer, but shows his date of rank as that of his lower grade. So who's senior?—F. L. R., LCDR, USN.

- *The spot-promoted officer is senior, at least for time being.*

In all cases, precedence of officers is determined by (1) current rank; (2) date of rank; and, if (1) and (2) are the same, by (3) lineal number.

Now, let's carry your example a step further: Lieutenant Commander Smith has a date of rank of 1 Nov 1962. Lieutenant Commander Jones has a date of rank of 1 Sep 1962. Smith is spot-promoted to commander with a 2 Jul 1966 date of rank. Jones is not spot promoted.

Smith, who was previously junior to Jones, now has become senior. Although he is now a commander, he maintains the authority of the higher rank only so long as he is serving in the spot-promotion billet, and he is subject to reversion when he leaves the qualifying billet he is filling. Consequently, for record purposes he maintains his permanent status and lineal position as a lieutenant commander. Therefore, when selection time rolls around, CDR Smith is still considered by the commander selection board.

Let's say CDR Smith and LCDR Jones were both eligible for consideration by the Fiscal Year 1967 Line Commander Selection Board. Both were selected for promotion to the rank of commander.

Jones, the senior of the two (considering his date of rank of 1 Sep 1962), is promoted to commander with a 1 May 1967 date of rank. Smith also is selected, with a date of rank of 1 Jul 1967.

Smith, of course, is already a commander, with a spot-promotion date of 2 Jul 1966. Therefore, when Jones makes commander on 1 May 1967, he will still be junior to Smith. (Remember (2) date of rank). However, when

Smith receives his normal promotion to commander on 1 Jul 1967, that date becomes his date of rank, and he then is junior to Jones, who received his normal promotion two months earlier.

Fascinating, isn't it?—Ed.

Can't Buy Buys Ballot's Law

Sir: As a rule I can accept varied definitions of certain terms, except one: the interpretation of Buys Ballot's Law.

This meteorological principle used to locate storm centers has been described in so many ways that it is difficult to know just which rule of thumb or approach to follow.

What is your interpretation of this law?—E. J. D., BM1, usn.

● *We wouldn't presume to offer our own opinion. It's one of the many subjects to which we pretend no expert knowledge.*

However, one of the elements of good journalism is good contacts, and it just happens that, fortunately, we have a lieutenant friend in the Training Division in BuPers who is a whirlwind when it comes to research on problems such as the one you propounded. We can do no better than quote our friend directly:

After considerable study and inquiries, I have come up with the following comments and conclusions:

Christoph H. D. Buys Ballot, 1817-1890, a Dutch meteorologist, formulated a general rule in about 1857 for locating storm centers in the northern and southern hemispheres of the earth. This rule, referred to by more recent meteorologists as the "Buys Ballot's Law," has been stated in various ways by the authors of different textbooks. The original quotation of the law is not known, but here is a rundown of what other textbooks of good authority reveal in their discussion of the law.

Encyclopaedia Britannica . . . *With the* back *to the wind, the low pressure area is to the* left, *somewhat less than 90 degrees relative from where the observer is facing, in the* NORTHERN *hemisphere. In the* SOUTHERN *hemisphere, with the* back *to the wind the low pressure is to the* right, *somewhat less than 90 degrees relative from where the observer is facing. (Not an exact quote.)*

Webster's Third New International Dictionary . . . *"When the observer has his* back *to the wind, the lower barometric pressure is to his* left *in the northern hemisphere and to his* right *in the southern hemisphere owing to the rotation of the earth."*

The American Practical Navigator—Bowditch . . . *". . . the Buys Ballot's Law* can be *stated thus: "If an observer in the northern hemisphere* faces *the wind, the center of low pressure is toward his* right, *somewhat behind him; and the center of high pressure is toward his* left *and somewhat in front of him. If an observer in the southern hemisphere* faces *the wind, the center of low pressure is toward his* left *and somewhat behind him; and the center of high pressure is toward his* right *and somewhat in front of him."*

Knight's Modern Seamanship—12th Edition . . . *". . . low pressure is to the* left *while high pressure is to the* right, *if a person stands with his* back *to the wind. This is known as Buys Ballot's Law, and it applies to the northern hemisphere. The opposite is true in the southern hemisphere. At or near the surface of the sea the lowest pressure would bear about 7 points (78.75 degrees) on the port hand."*

Knight's Modern Seamanship—14th Edition . . .: *This edition carefully explains the principles of determining where the storm center (low pressure area) is but does not cite Buys Ballot's Law.*

It appears that Buys Ballot intended the "back to wind" concept in applying the rule because it is a natural, more comfortable position to ward off the elements associated with high winds.

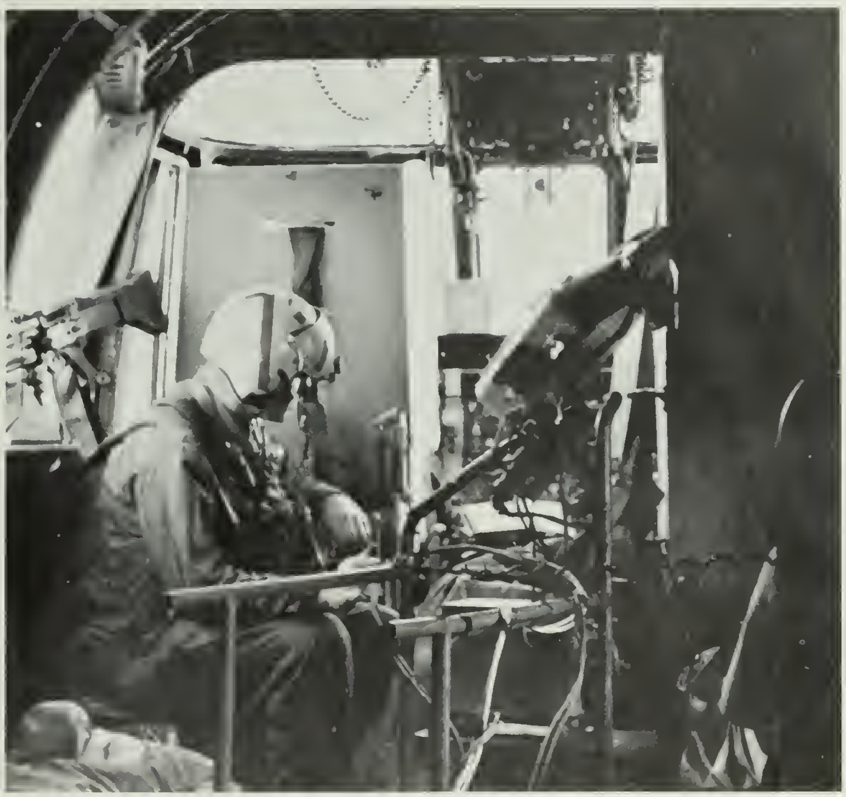
Bowditch preferred facing the wind. Most Navy Training Manuals and courses that are written concerning weather are based on either Bowditch's "American Practical Navigator" or Knight's "Modern Seamanship"; therefore, when the Buys Ballot's Law is stated, the difference in approach appears.

Depending on which reference is used to study the laws of locating storm centers, it appears that facing, or back to, the wind is a matter of choice and unimportant. The important thing is to understand that winds associated with storms rotate counterclockwise around the low pressure center in the northern hemisphere and rotate clockwise around the low pressure center in the southern hemisphere.

Many recent textbooks do not state the Buys Ballot's Law because with modern technology in observing weather, many variables that occur in wind motion have been found that make strict interpretation of the law not entirely true.

We trust your interest, as a BM, in the question is purely academic, for we understand that Change One to the "Qualifications for Advancement in Rating Manual" (NavPers 18068-B) has deleted the qual for "understanding the laws of cyclonic storms and methods of avoiding storm centers . . . E-6" as a required knowledge factor for the Boatswain's Mate rating.

One further, happy, discovery: Our "lieutenant" friend is no longer a lieutenant. He's a lieutenant commander.—Ed.



CREWMAN of SAR copter rests by machine gun ready to answer call for help.

On the Personal Level

SIR: I was rather surprised and amazed to see that H. M. L., YNCM, USN, and W. F. O., YN1, USN, had to ask you whether it was proper for an individual Navyman to use letterhead when writing a letter to a bureau or agency within the Department of the Navy (ALL HANDS, March 1967, p. 30).

If either had read Article B-1105, *BuPers Manual,* I am sure he would have seen: "(1) Any person in the Navy making an official communication of any kind to the Chief of Naval Personnel or to any superior authority other than his immediate commanding officer, except as provided for in *Navy Regulations,* shall prepare it on plain (not letterhead) paper, and shall send the communication unsealed to his commanding officer, to be remarked upon by him and forwarded."—J. F., YNC, USN.

It is surprising to note that such senior yeomen are not aware of the instructions contained therein, and to note that the possibility exists that some of our service schools may be equally in the dark. The instructions given in the aforementioned article have existed in the *Manual* for a good many years. Perhaps they should be incorporated in the *Correspondence Manual.*—G. T. F., LT, USN.

SIR: I read with some interest the letters to ALL HANDS, March 1967, from a YN1 and a YNCM with the question and remarks regarding the proper stationery to use by a person addressing an official request to the Bureau of Naval Personnel or any superior authority other than his commanding officer.

I have spent the last four years of my Navy career (which began in 1939) as an instructor at YN "B" School, USNTC, Bainbridge, Md. During this period I have instructed in most of the courses taught at the school, and served a period as the Chief Instructor. I previously served as an instructor at YN "B" School in San Diego (1953-57).

FOR LUNAR LANDINGS—NASA astronaut CDR E. D. Mitchell, USN, *(left)* receives helo training at Ellyson from LT D. P. Cameron, Jr., USN.

I am at a loss to understand why ALL HANDS, a Bureau of Naval Personnel publication, found it necessary to take the question to such a high authority as the Director of the Administrative Management Division, Administrative Office, Navy Department. A simpler course would have been to refer to Article B-1105 of the *BuPers Manual.* This is the reference we use at YN "B" School. Incidentally, it appears to me that it would be rather improper to make a personal request to the Chief of Naval Personnel for anything—that is, unless he is a pretty good friend of yours.

I have only one thing to add. I think it is about time that yeomen began keeping abreast of the changing times. After all, this article has been in the *Manual* since 1948. As an instructor, I wish the supervisory yeomen in the Navy would quit living on experience alone, and get with it. Find out why the youngsters are not making a creditable showing in the examinations for advancement.

You can't live on experience alone, you must study the changes as they come about, and by your example keep the youngsters sharp and eager for knowledge. You can't base your opinions on what you learned 15 or 20 years ago.

In closing, it might not be such a bad idea if some old timers did come back to school. We had one try it recently, and his final average was 63.57.—C. B. E., YNC, USNR.

- *You are right, of course, in saying we could have used Article B-1105 as a reference. As a matter of fact, we did (wish we'd mentioned it). It was helpful, as far as it went.*

But there were two parts to the inquiry, one of which you ignored. First, an interpretation of personal versus official correspondence, and second, the type of stationery to be used for official individual correspondence. Article B-1105 refers only to the latter.

Navy Regs, *Article 1601, provides the official definition of official correspondence.*

You will notice that Article B-1105 refers simply to ". . . making an official communication of any kind . . ." It does not elaborate on what is meant by official communication. Likewise, Navy Regs, *Article 1601, appears subject to some interpretation. The Administrative Office is the proper Navy Department organization to provide such interpretation.*

Sorry about that.—ED.

Query Concerning Leases

SIR: I have been ordered to report for active duty within two months and am, therefore, obliged to break the lease on my house.

How can I do this without incurring the penalty for nonperformance which the lease specifies.—C. W. W., LT, USNR.

- *You, and all other servicemen ordered to report for active duty, are protected from such penalties by the Soldiers' and Sailors' Civil Relief Act which you can cite as the authority for breaking your lease.*

You are required, however, to give your landlord a 30-day notice before you end your lease. Frequently, leases prescribe this notice must be made by letter delivered to a certain address.

Careless lease readers frequently overlook this provision and find themselves in trouble on moving day. They also miss the fine print which sometimes specifies the 30-day notice must be given before the first day of the month before which the lease is terminated.

In other words, if moving day is to be 15 November, deliver your notice no later than 30 September.—ED.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Pers G15, Arlington Annex, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

- USS *Canberra* (CA 70)—A reunion will be held at the President Hotel, Atlantic City, N. J., October 13, 14 and 15. Contact Jerry Der Boghosian, 121 Farnham St., Lawrence, Mass. 01843, for details.
- *Naval Enlisted Reserve Association*—Annual conference will be held at the Hamilton Hotel, Washington, D. C., on 27, 28 October. For further information, contact Duncan Forsyth, Jr., Box 7111, Ben Franklin Station, Washington, D. C. 20044.
- USS *Rasher* (SS 269)—It is proposed to have a 25th anniversary reunion of the men who served on board USS *Rasher* (SS 269) in mid-1968, at a time and place to be designated by mutual consent. For further information, please contact Peter J. Sasgen, 1860 N. Wilmot Ave., Chicago, Ill. 60647.
- *Patrol Squadron 82*—All shipmates who were ever attached to VP 82 are urged to contact Stewart W. Singdale, 25 Catherine Drive, North Kingston, R. I. 02852, in connection with a future reunion.

The Captain and His Ship

SIR: Does Navy tradition oblige a commanding officer to go down with his ship?—C. A. S., SM1, USN.

• *No. The U. S. Navy encourages its commanding officers, and everyone else on board a sinking ship, to survive—not to engage in false heroics.*

A captain is, of course, expected to do everything possible to save his ship when it is in trouble. If it becomes necessary to abandon ship, Navy Regulations *(Article 0778) instruct commanding officers to be the last to leave. This admonition has, in fact, been included in* Navy Regulations *for more than a century.*

It is true that, in complying with this regulation, some captains have been unable to escape their sinking ships. Their motive, however, was duty—not dramatics.

In Annapolis, Md., at the U. S. Naval Academy, there is a prominent monument to such a captain. He was Commander William Lewis Herndon who died on 12 Sep 1857 while in command of the U. S. mail steamship Central America. *The ship was bound for New York carrying about two million dollars in gold, 474 passengers and a crew of 101.*

While off the Carolina coast, the ship was caught in a violent storm and began to leak. Despite the hard work of everyone on board, the water reached the furnaces and extinguished the fires.

Herndon, whose leadership had exacted monumental efforts from both passengers and crew, had ordered a distress signal flown. When a vessel responded, Herndon ordered the boats lowered and many were carried to safety. Others survived because Herndon had ordered the hurricane deck cut away and rafts made.

Just before the steamer went down, a rowboat approached but the captain, realizing it would be swamped when the ship sank, waved the boat away.

Nobody knows whether Herndon escaped the wreck. A rescued passenger reported he had seen the captain in the water shortly before he himself was picked up. Considering the exhaustion from which Herndon must have suffered, however, it is unlikely that he could have pulled himself free of the sinking ship.

Lieutenant Matthew Fontaine Maury, later called "The Pathfinder of the Sea," wrote a letter to the Secretary of the Navy describing the shipwreck. Here are excerpts of his remarks concerning the ship's skipper, William Herndon:

"The law requires every commander in the Navy to show in himself a good example of virtue and patriotism; and never was example more nobly set forth or followed. Captain Herndon, by those noble traits which have endeared his memory in the hearts of his countrymen, had won the respect and admiration of the crew and passengers of that ship. The women felt its force. They encouraged and cheered the men at the pumps and in the gangways and, finally, they rose to go on deck and do men's work themselves."—ED.

NEW HOUSING—This artist's conception depicts a new housing facility which will be completed in five months for families at NAS Corpus Christi, Texas.

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TAFFRAIL TALK

Now it can be told.

With the season just about over we can now reveal the secret of how to become the successful manager of a little league baseball team. It might come in handy next year. There will be one, you know.

Mind you, we accept no responsibility for the results ourselves. It's all based upon the diligent research and bitter experience of our good friend and aviation electronics chief, Ed Ranck. And he should know, because he's an authority. He's sports writer for the *Rocketeer*, at NOTS, China Lake, Calif.

Size and shape, says Ed, are the two most important elements for a manager to consider when making up his team. First, line up all the candidates in a row. The tallest kid is first baseman. Don't let him chew gum while playing. Trying to do two things at once will confuse him.

Next, pick the shortest candidate and put him at second base. He will be the lead-off hitter and it is his job to crouch down and get a walk every time he comes to the plate. He is also expected to be a hustler and to demonstrate his eagerness by yelling "hominy babe" every five seconds while on the field.

Simple logic is also of assistance in filling the position of catcher. It is a well known fact that the fatter the catcher, the better. He has the job of making sure there's a lot of chatter in the infield. Any time there appears to be a lull in the action, he is expected to yell "Com'n, you guys! Talk it up." He also is expected to master such sesquipedalian words as "comonababe-pitchittome," and "atdeoldchuckinthere." He is also assumed to be a help and a consolation to the pitcher. When the bases are loaded and the other team's top hitter is up to the plate, he is required to walk out to the pitcher's mound and give him sound advice. "Strike him out" is usually considered to be helpful.

The pitcher should, technically, be about 12 years old, but may appear to be not more than 18. (He should shave before each game and you should not permit him to smoke on the bench.) He should not drive his motorcycle to the field. Let him know that he will be expected to strike out at least 15 players each game and bat cleanup. (Be firm about the rule that if he doesn't hit at least one home run each game he won't be paid.)

Logic also dictates the right field position. The son of the manager or the commanding officer or the exec goes here. The theory is that nobody ever hits a ball to right field. The right fielder will bat ninth and strike out unless he gets a walk. He will drop most fly balls hit to him and then make a wild throw to the infield. However, he can establish himself as a good sport by hollering to the pitcher "not your fault, babe." (This is the position we played even though our Pop wasn't up in the echelon.)

You're on your own in regard to the other four positions. The kid with the big-mouth mother might be put in as shortstop, and serves him right. You scatter the other three positions around where they will do the most good but, if you have any choice, try putting the kid with the best arm in left field. He'll need it. A fast runner in center and one with tough shins at third.

There you have it. As for mid-season strategy, just listen to the advice from the stands.

They'll tell you what to do.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keynotes of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

Here are a few suggestions for preparing and submitting material:

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event must be received before the first day of the month preceding the month of intended publication.

Address material to Editor, ALL HANDS, 1809 Arlington Annex, Navy Department, Washington, D.C. 20370.

• AT RIGHT: PASS THE AMMO— Fast combat support ship *USS Sacramento* (AOE 1) furnishes *USS Boston* (CAG 1) with a fresh supply of shells as the cruiser operates off the coast of Vietnam to provide heavy gunfire support.—Photo by Robert D. Moeser, JOC, USN.

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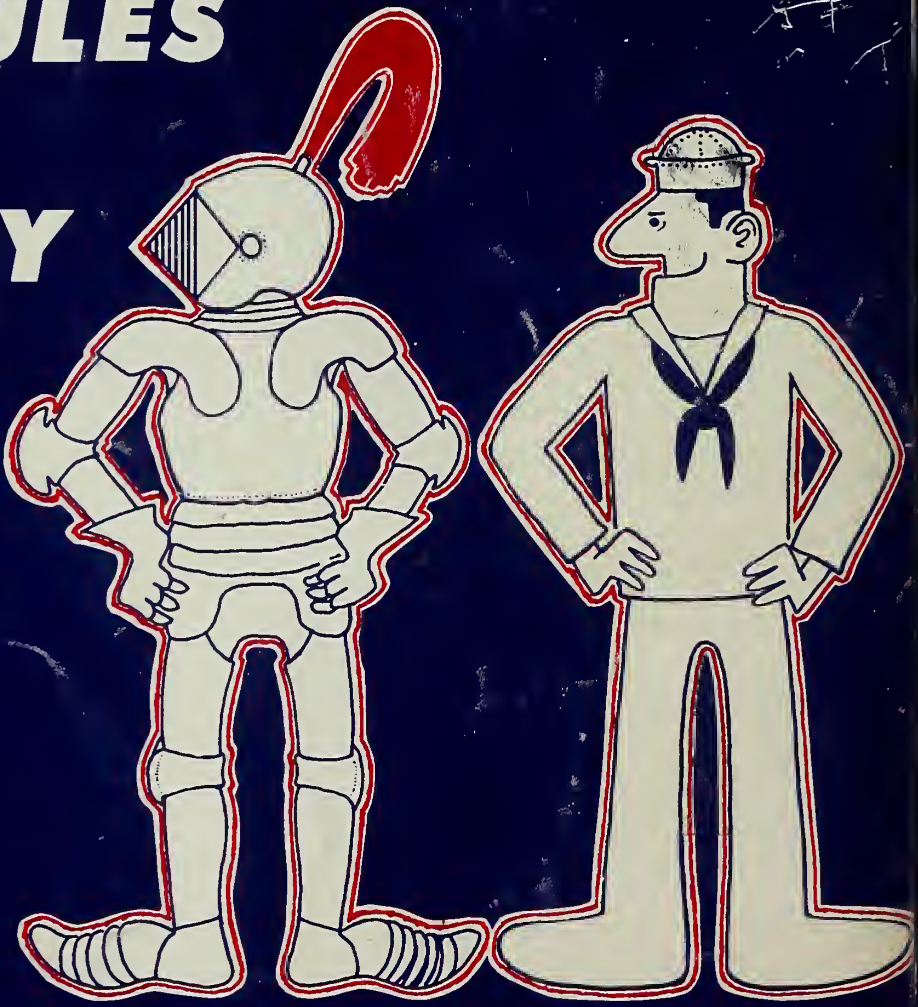
SUIT of ARMOR
if you OBSERVE
the RULES
of
SAFETY



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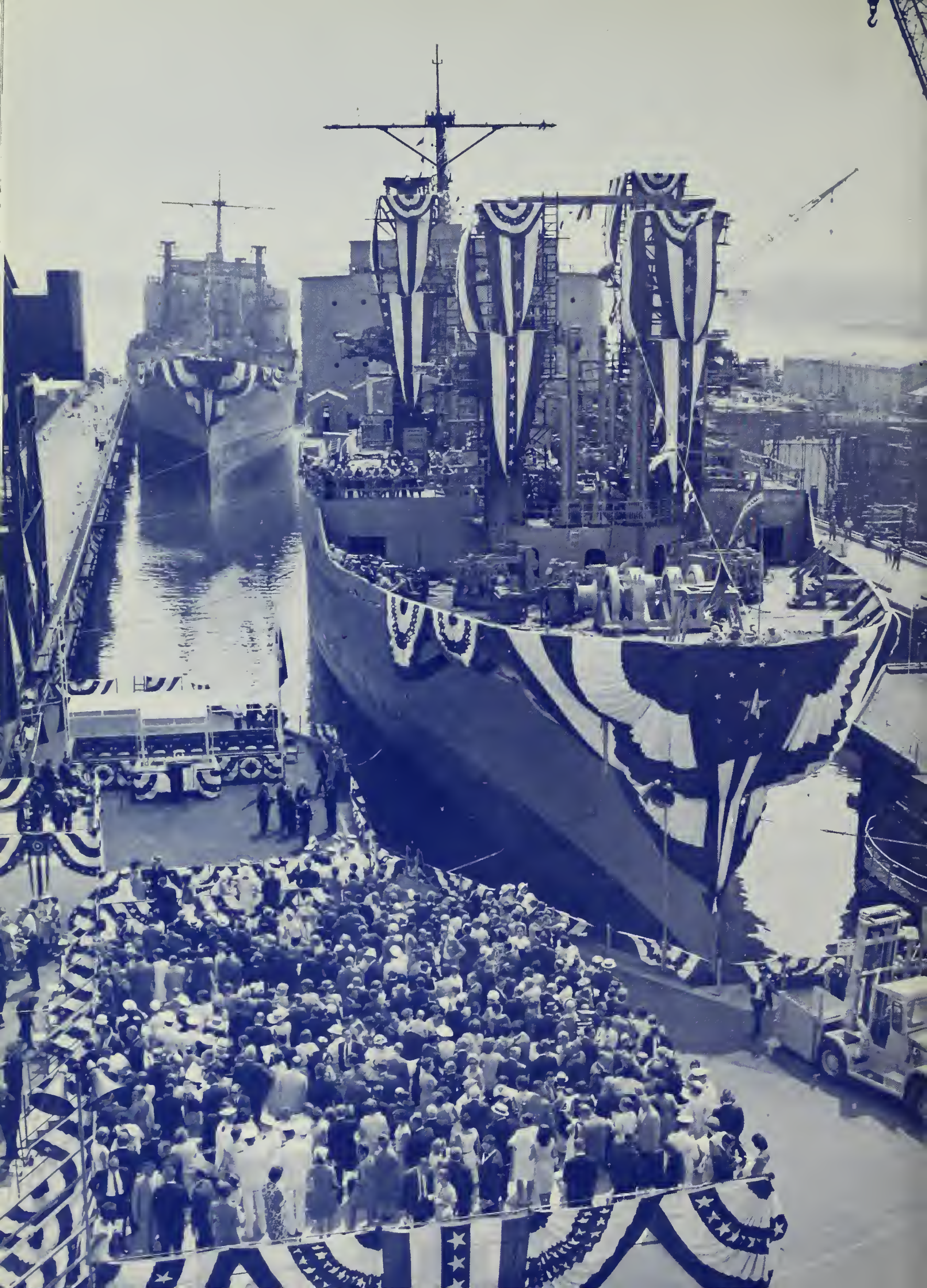

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ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

NOVEMBER 1967 Nav-Pers-O NUMBER 610

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The Chief of Naval Personnel
REAR ADMIRAL BERNARD M. STREAN, USN
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Assistant Chief for Morale Services

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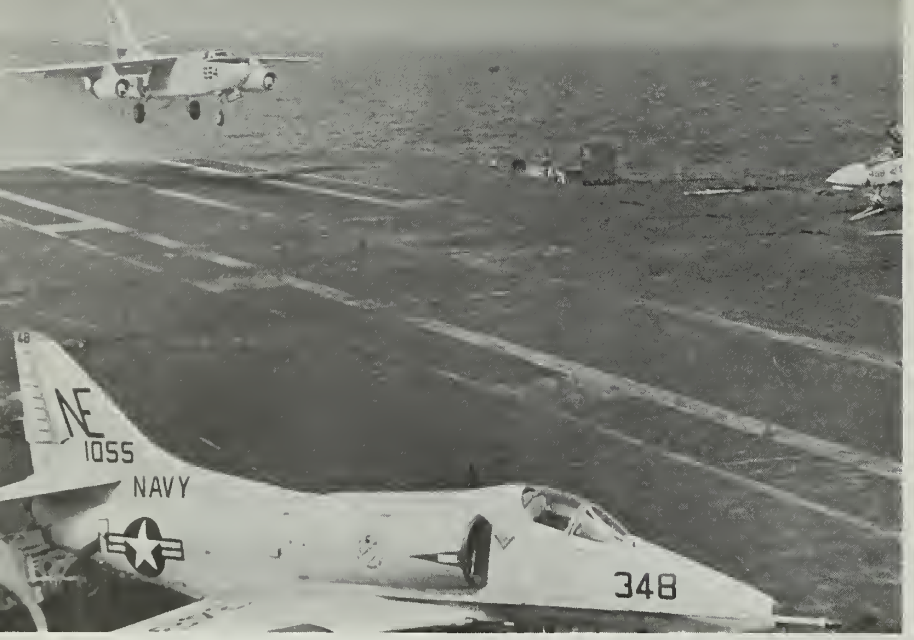
• FRONT COVER: STRAIGHT AHEAD—USS *Constellation* (CVA 64) cuts a straight path through the South China Sea while on station off the coast of North Vietnam. The forward lifelines of a Seventh Fleet destroyer provide suitable framing as the two ships play follow-the-leader.—Photo by Byron Whitehead, Jr., JO1, USN.

• AT LEFT: TWIN CHRISTENING—Twin ammunition ships *Kilaueo* and *Butte* are christened in a dual ceremony. Sponsors pulled lanyards which triggered christening devices aboard ships instead of smashing traditional champagne bottle. Unusual christening was necessary because of time of high tide on which ships were to be moved.

• CREDIT: All photographs published in ALL HANDS Magazine are official Department of Defense photos unless otherwise designated.



ROAR O

ABOARD USS *Coral Sea* (CVA 43) —When air operations are not in progress and all planes are secured, the carrier flight deck looks peaceful and serene, like a resting place for many sleeping giant birds.

But when flight quarters is sounded, in a matter of moments the huge steel plateau awakens, accompanied by a roar of different sounds that can be heard in no place other than on a Navy flattop.

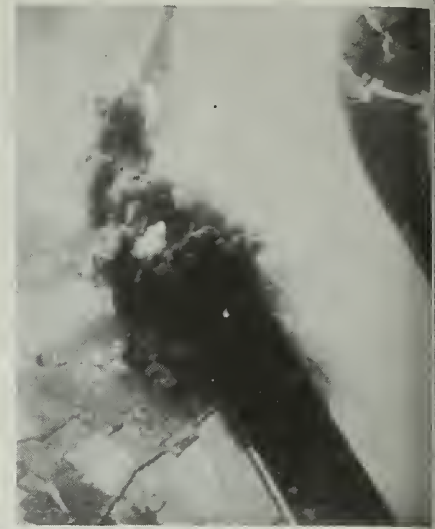
The screeching sound of the props blends with those of the screaming jets—this is the sym-

ILENCE

phony of the flight deck in action. The CVA becomes a center of instant activity—aircraft are warmed up, guided onto the catapults, and hurled into the sky. When the last launch is completed, only then does the carrier return to momentary quietness—almost a roar of silence.

The crew stands by to await the return of the aluminum birds—when once again the flight deck will be a scene of noise and action.

—Story and Photos by
C. S. Ledesma, Jr., PH3, USN.



GOING IN—A-4 *Skyhawks* head for target in Vietnam. *Right:* Oil supply depot near Haiphong is blasted sky-high.

To SAR—With Love

How does it feel to bail out of a flak-riddled jet over enemy territory? Much better, thank you, when you make it back to your carrier the same day.

That's what Lieutenant (jg) John W. Cain, USNR, learned when he ejected from his A-4 *Skyhawk* and found a search and rescue helicopter hovering overhead just eight minutes later.

His story is told here by Ensign Hoite Caston, the public affairs officer of a Seventh Fleet aircraft carrier off Vietnam.

"The only thing I wanted to do was get to the beach and out over water. If I got there, I knew I had it made."

A pilot with Attack Squadron 192, Lieutenant (jg) Cain had just bombed a petroleum storage depot near Haiphong when he felt the thud and shake that told him his plane had been hit.

A flyer gets accustomed to all sorts of noises, bumps and sensations when he pilots a jet fighter or bomber into combat. His radio squawks and crackles in his ear; sharp turns, dives and jinking press him back tightly into his seat; winds jolt and shake his craft around him.

These are all normal and usually welcome sensations to the pilot as he guides his complicated craft on a combat mission. But one sound and sensation that each pilot privately hopes never to experience — the heavy thud followed by a sharp jump of the plane.

When that happened to Lieutenant (jg) Cain, he had little doubt as to what had caused it.

"I'm hit," he radioed. "Gonna have to go down."

Then he took action.

"I had good power and speed from my dive, so I figured I'd make it. But then my radio went out and all my electrical systems with it. I was cut off from everybody."

At first he thought his engine had gone out too, but somehow it continued to run.

"I just hoped it would get me over the beach. That was my only thought."

The cockpit immediately began to fill with fire and smoke from his burning console, and he tried to switch over to his aircraft's backup systems.

"I knew the hydraulics would probably conk out any minute, so I tried to change over to manual control, but no go. It wouldn't kick in."

The fire and smoke continued to get worse. Since his radio was out and he was cut off from advice from the other pilots he could not tell if his plane was burning externally.

"For all I knew, I was just one big fireball."

He was doing roughly (and you can take that two ways) 240 miles per hour at 2000 feet when he finally lost all control of the craft. Every time he would push the throttle forward for more power, he would get more smoke.

"I knew the steering was gone when I had everything cranked for a hard right roll and the plane started to roll slowly to the left and over on its back. That was it, brother. I knew it was time to vacate the premises, beach or no beach."

He pulled the wind curtain of his ejection seat down over his face and, after a split-second pause, heard two explosions as he was catapulted out of the jet almost parallel to the sea.

"I felt the wind rushing by as the seat spun around a couple of times before the chute popped. It probably only took a couple of seconds for it to open, but it sure seemed a lot longer."

The next thing he knew all the fire, smoke and noise were gone and he was quietly drifting down.

As he passed through the clouds he could see F8 *Crusader* jets of Fighter Squadron 194 and other members of his own attack squadron circling overhead. That made him feel good. He also saw water below him. That made him feel even better.

"But then I saw land—on both sides of me." This was Do Son peninsula and Do Son island, both near the mouth of Haiphong Harbor.

"I was coming down right smack on the island, and as I got closer to the ground I could see people running around and just knew I was going to land right on top of them. I figured it was all over, and that I'd be a guest of the Hanoi Hilton before the night."

This was the first time Lieutenant (jg) Cain had actually used a parachute, so he wasn't completely familiar with its behavior. But he learned fast and already knew he could control his drift by the way he pulled on the shrouds.

"I started to pull like crazy on this one shroud, trying to get out over the water between the island and the peninsula. I didn't think it was working at all, but somehow I came down in the water right between the two pieces of land."

As he was coming down the F8s were strafing the coasts all around him, trying to keep any shore fire from getting him. He had lost his pocket radio transmitter during the ejection, so he was still cut off from the other pilots. All through his descent the *Crusaders* kept circling him to hit shore batteries and the many small boats converging on the area.

The commanding officer of the jet fighter squadron, Commander William F. Conklin, was overhead. He and other pilots of his squadron had been flying a flak-suppression and combat air patrol (CAP) mission in the same strike.

CDR Conklin had heard Cain's brief radio message when he was first hit. Even though he was low on fuel, Conklin assumed immediate charge of the rescue mission. It was his job to suppress the enemy until the propeller-driven A1 *Skyraiders* of the rescue combat air patrol (RESCAP) arrived. The A1's, or *Spads,* because of their lower speed, have more maneuverability and staying power to better cover the rescue.

Ensign Howard N. Van Dorn, a *Spad* pilot with Attack Squadron 52, was flying just off the coast. In eight minutes the search and rescue helicopter was also on the scene.

"That's when all hell broke loose," said Cain. "The copter made about two passes over me, trying to maneuver in to pick me up. Then they started hitting us with everything they had. Mortars and 37-mm fire began to rain near us.

"I wasn't thinking about much else but getting out of there, but I do recall thinking this whole thing was just like the movies, really. There were bombs going off overhead, mortars sending up big showers of water, and small arms fire getting closer all the time—just like the movies."

The helicopter began to take some hits from the beach. The gunner on board was busy returning fire with his machine gun while another crewman lowered the cable and hook.

"As soon as I had draped my legs over the hook, the chopper hauled the cable up and started to lift off with me hanging right underneath. They didn't waste any time getting out of there, and I wasn't going to argue. I got banged around underneath the chopper quite a bit until we got out further and they finally hauled me aboard."

The escape was none too soon, for mortar fire had been walking right up to the craft, even straddling it near the end.

"Just before we left, that last round landed about 50 feet from us," Cain said. "That was close enough for me."

In addition to the North Vietnamese shore fire and boats down below, there were eight *Skyraiders,* six *Crusaders* and five *Skyhawks* overhead at one time or another. Quite a show, and all for young Bill Cain.

But the key members of the team were the crew of the rescue chopper from Helicopter Squadron Two. The pilot was Lieutenant Stephen T. Millikin, USNR. The copilot was Lieutenant (jg) Thomas E. Pettis, USNR. Working the hoist was Peter J. Sorokin while Charles B. Sather manned the machine gun. Both men are aviation antisubmarine warfare technicians second class.

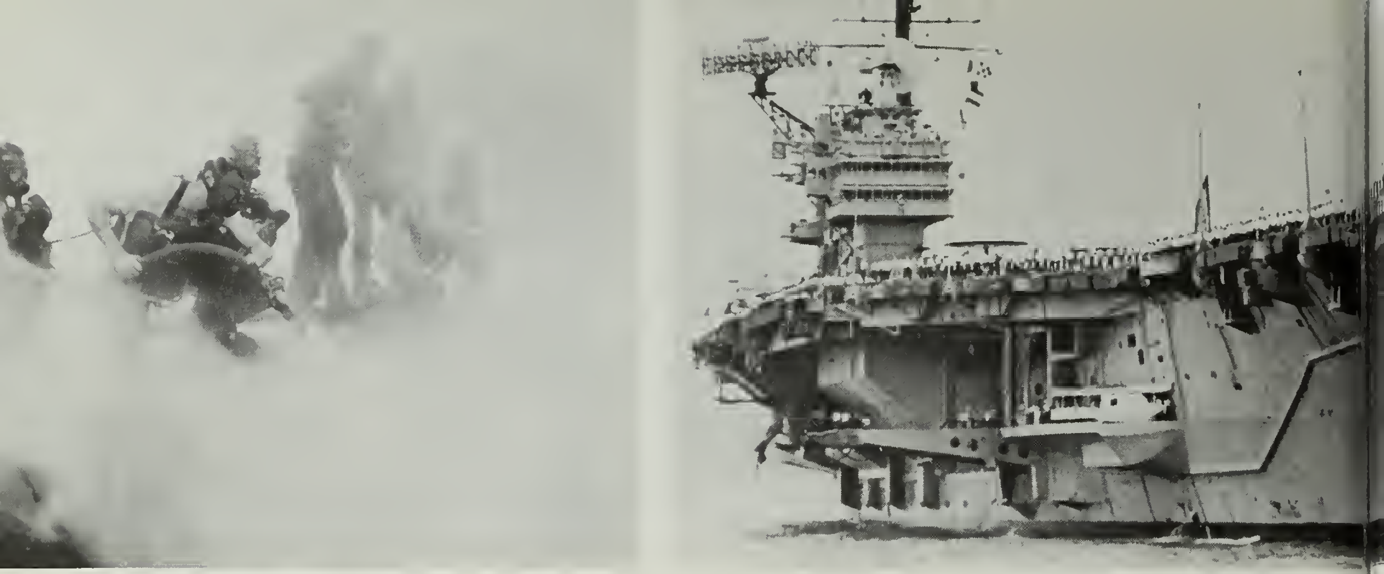
Even with mortar fire moving their way, and after taking direct hits from shore fire, the copter crew stayed over Cain for 10 minutes to make the pickup. Their willingness to place themselves in danger to save others is typical of the attitude shown by all the men assigned to the helicopters, *Spads* and destroyers in SAR.

Hundreds of pilots owe their lives to these men. Now, one more name—Lieutenant (jg) John W. Cain, USNR—has been added to the rescued list.

As Cain puts it, "How do you pay back a debt like that?"

—Hoite Caston, Ensign, USNR

SEARCH AND RESCUE copter delivers supplies to destroyer SAR team member.



OBA-CLAD crewmen pour water into hole in *Forrestal's* deck. *Rt:* Crewmen man rails during docking at Subic Bay.

‘A SHIP FULL OF

Some were not yet 21 years old. For many, it was their first tour of duty. Fresh out of high school, then boot camp, they had pulled a tour on Forrestal *as flight deck personnel or as part of the ship's operating force.*

Much like any group of young men, there were all types. They came from all walks of life—economic, social, academic.

Why did they do it? What makes a hero?

No one is quite sure. Perhaps it has something to do with the matter of believing, on a personal, private basis, that what they are doing is right. It's something you don't discuss very often.

Although the lost lives can never be recovered, Forrestal *can be repaired, the lost planes replaced. But no one who lived through the* Forrestal *fire will ever be able to forget what these men did.*

This is what happened:

UNTIL THIS SATURDAY morning, it had been more or less a routine cruise.

At the moment, USS *Forrestal* (CVA 59), flagship for Commander Carrier Division Two with Rear Admiral Harvey P. Lanham embarked, was in the Gulf of Tonkin about 60 miles off the coast of North Vietnam. She had been on the line for about five days and her Air Wing 17 had flown about 150 missions against the North. The destroyers USS *Rupertus* (DD 851) and *George K. MacKenzie* (DD 836) were acting as plane guard. The carriers USS *Oriskany* (CVA 34) and *Bon Homme Richard* (CVA 31) were in the vicinity.

Forrestal had launched one group of aircraft earlier in the morning and this group was supposed to be recovered after the second group had been launched.

At this point, the after portion of the flight deck was packed wing-to-wing with 12 *Skyhawks,* seven *Phantoms* and two *Vigilantes.* They were fueled, armed and manned. The engines of all but one had been started. The time was 1053.

Then somehow (no one is quite sure just what happened), the fuel tank of an A-4 *Skyhawk* was punctured and the escaping fuel caught fire. Within seconds, the entire after section of the ship's flight deck was aflame.

THE FIRE immediately spread to other planes on the flight deck, to the fantail, and the upper levels of the after part of the ship. During the early fire control efforts, ammunition exploded from most of the aircraft.

Fire and damage control parties jettisoned all ready service bombs, rockets and liquid oxygen carts from the flight and hangar decks. Intense flames and explosions from the aircraft fuel tanks prevented fighting the fire from the after area of the flight deck.

All planes not on fire were pulled forward by the flight deck crews. Firefighting parties fought fires on the flight deck one by one, working from the forward part of the ship toward the stern.

Many men were either blown over the side or jumped to escape the flames and the exploding bombs and rockets.

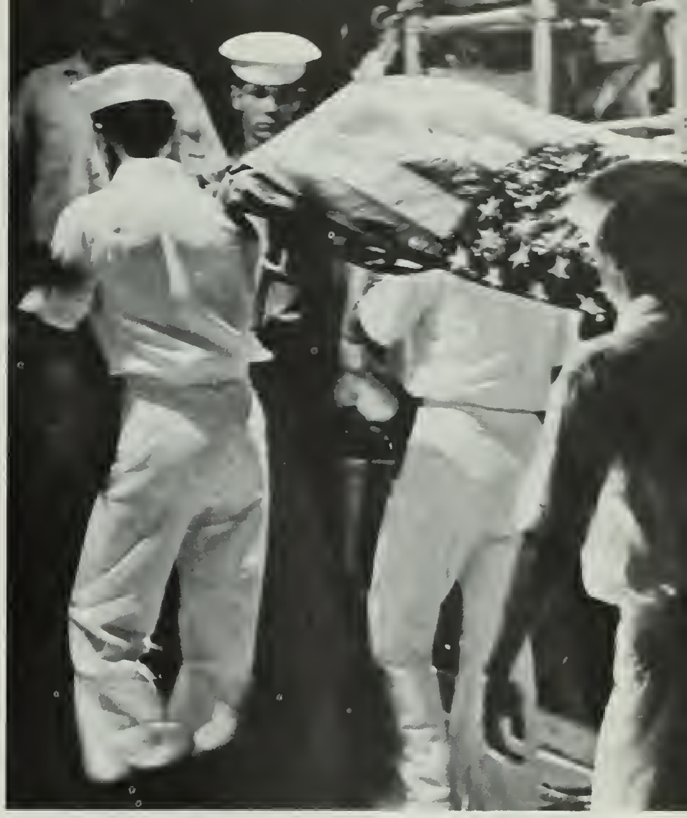
Some pilots managed to get free of their burning planes. Others did not.

Lieutenant (jg) Don Dameworth of VA 106 managed to jump from his *Skyhawk* and reach the safety of the port catwalk. His knee was twisted.

Lieutenant (jg) David Dollarhide of VA 46 broke his hip as he jumped from his *Skyhawk.* Nineteen-year-old Airman J. M. Payne, of VF 11 picked him up and managed to carry him midway to the island, where both fell. Aviation Electronics Technician third class Deloren Massey helped Payne carry LTJG Dollarhide to the sick bay. He is recovering.

Lieutenant Commander John McCain of VA 46 was hit by shrapnel as he jumped out of his plane and ran across the deck. He is recovering.

AFTERMATH—Bodies of victims are returned to U. S.



HEROES'

Lieutenant Commander Fred White, also of VA 46, managed to get out of his plane. As others came to his aid, one of the first bombs exploded.

Lieutenant Commander Gerry Stark, VA 46, is listed as missing.

Lieutenant Commander Herb Hope, of CVW 17 Staff, flying with VA 46, escaped from his plane and made it to the net. No serious injury.

Lieutenant Commander Robert Browning, VA 106, was burned but safely escaped. As the report says: "Apparently ran between shrapnel."

Lieutenant Commander Ken McMillen, VA 106, escaped and ran to starboard.

Lieutenant Dennis Barton, VA 46, is missing. He got free of his plane and began to run forward. No further word.

THE OTHER SHIPS on Yankee Station immediately moved in to give all possible aid and to rescue the men in the water. *George K. MacKenzie* picked up six men. None were injured. *Bon Homme Richard* picked up five survivors, four of whom were reported in fair condition. *Rupertus* and *George K. MacKenzie* came alongside with firefighting equipment and helped extinguish flames on the flight deck and the below deck fires.

Aboard *Forrestal*, exploding 750-pound bombs ripped holes in the flight deck, severely damaging the compartments and engines of the arresting gear.

Shortly after the word was passed: "Fire! Fire! There's a fire on the flight deck!" GQ was sounded.

Ordnance as well as damaged planes and fragments were jettisoned over the side. Firefighting teams had the major fire on the flight deck under control within an hour. Doctors and additional medical assistance from *Oriskany* and *Bon Homme Richard* were flown by helicopter immediately and the wounded were evacuated to the carriers for treatment.

ALTHOUGH the major fires on the flight and hangar decks were brought under control within three hours after the fire broke out, other fires between these two decks continued throughout the afternoon and into the night. It is assumed that clothing and bedding were feeding the flames in some compartments, making it almost impossible for damage controlmen to enter. In some cases, it was necessary to cut holes in the flight deck to get at these spaces.

By 1220 on Sunday all fires were out but men continued to clear smoke and cool the still hot steel on the 02 and 03 levels.

Propulsion and control elements were undamaged. After rendezvous with the hospital ship USS *Repose* (AH 16), *Forrestal* proceeded to Subic Bay at 27 knots.

Casualty figures showed 131 killed, 62 injured, three missing. Thirty-three planes were destroyed.

That's the formal story. This is how the *Forrestal* fire appeared to the men who were actually involved:

"There were three or four more explosions and I got hit with shrapnel."

Bruce Mulligan, Aviation Electrician's Mate third class, VA 106, age 22: I was all the way back aft on the flight deck when I heard the explosions.

I turned around and saw the fireball coming at me and I hit the deck. I saw two or three guys rolling around on fire. Everybody around me just started tearing off their clothes.

There must have been another explosion, because the next thing I knew I was by myself, up forward. The first thing I thought of was to get a fire hose and I started up forward again.

I saw one of our aircraft and saw the pilot jump out and he must have hurt his leg because he was limping.

BATTLE WEARY—Sailor's face reflects long hours of firefighting. *Below:* Crewmen move missile from fire.

I followed him into the catwalk on the port side. I asked him if he was all right and he said yes, he was.

I went back up to the flight deck and started for a fire hose. I was under one of the aircraft on the waist catapult and about that time there were three or four more explosions and I got hit with shrapnel. I decided to forget about the fire hose and get out of the way.

I went to the island. One of my buddies came in and said his leg was broken. So I stayed with him until one of the corpsmen gave him morphine and we got him down to sick bay. I stayed with him until he was being taken care of and then went back up to the flight deck.

Back aft of the island, we started throwing missiles and rockets over the side. After that was done, I looked around for some of my buddies on the line crew and I could only find one. We decided to help them fight the fire and got the fire hoses back aft and went to fight the plane fires. Me and my buddy stayed back aft for I don't know how long. We got separated and some officer said later to leave.

I went back to the island and got my hands taken care of and stayed back there to rest a while. I was kinda groggy. I found another one of my buddies and we went back aft again to help with the fire. By this time they were working on the holes in the flight deck.

Once again one of our officers in the squadron found me and took me down to the forecastle to rest. I stayed down there for about 10 minutes and then went back aft again. I got an OBA (oxygen breathing apparatus) and then found it had no air in it. I stayed back there until I just about passed out and my buddy dragged me out of there.

I slept that night on the deck up in the forecastle because it was the only place. I used a life preserver for a pillow. It was pretty hard getting to sleep.

"These guys did all the dirty work. Words cannot express how strong these people are; how much they helped."

Ensign Robert R. Schmidt, Engineering Department, age 24: At the time the fire broke out, I was in my repair locker. I began investigating the areas my repair party was responsible for. We moved aft through the smoky portion of the ship on the second deck and below.

Later, I moved up to the hotter part of the ship, on the 02 and 03 levels. Still later, on the flight deck, I organized people cutting holes up there so we could come in and fight the fire from the sides. My work wasn't really the exciting kind of thing; just keeping the fire from spreading into any other areas.

My people were doing all kinds of dirty work; moving into areas where the water was so hot it was almost boiling. The OBA windows started fogging up and the people could hardly see anything. Yet these kids went into the deeper areas of the ship, endangering their own lives.

This was late in the day after all the excitement on the flight deck when we were trying to contain the fire on the 02 and 01 levels and on the 03 level and flight deck.

At first, I couldn't find work for all the people who wanted to help. Several times people would come up to me and say "What can I do? How can I help?" I can't give enough praise to the sailors I supervised and who fought the fires and did all the dirty jobs. These kids worked all night—24 to 28 hours. I've nothing but praise for the American sailor.

These guys did all the dirty work. They endangered their lives many, many times and yet, not all of these people, nor a fraction of them, will ever be recognized for it. Words cannot express how strong these people are: how much they helped.

"We put salt water on the bulkhead and it turned to steam and we couldn't go any further."

Shipfitter Chief Daniel N. Ringer: I figured we could fight (the flight deck fire) from down below. Right then we didn't know it was as bad as it was.

First we cooled down the hangar bay doors. We couldn't get them open. We had to go in through the side. Around 1800 Ensign Schmidt said they were having trouble on the flight deck and asked if I'd go up and see if I could help them out.

I tried to get in one way and couldn't do it. We put salt water on the bulkhead and it turned to steam and we couldn't go any further. I received permission from DC Central to cut holes in the flight deck with a torch. I don't know exactly how many we cut, 10 or 12. We finally cooled the bulkheads down enough so we could get at them from the sides.

The men just started going in. That's what you're taught at boot camp. Get the fire out.

"It was very hot. I lost both soles off my shoes when I stepped in some melted metal. I put on some flight deck shoes and went back in."

Milton Parker, Seaman, S-6 Division, age 21: When the fire started I was on the 09 level (the observation deck), just watching flight operations.

I looked at the fantail and saw a drop tank fall off one of the A4s and all of a sudden there was fire everywhere I could see. I headed toward my GQ station on the second deck aft but couldn't get there because the after portion of the ship was secured.

So I manned the hoses up on the flight deck from about 10 minutes after 11 until 2000 when I got relieved.

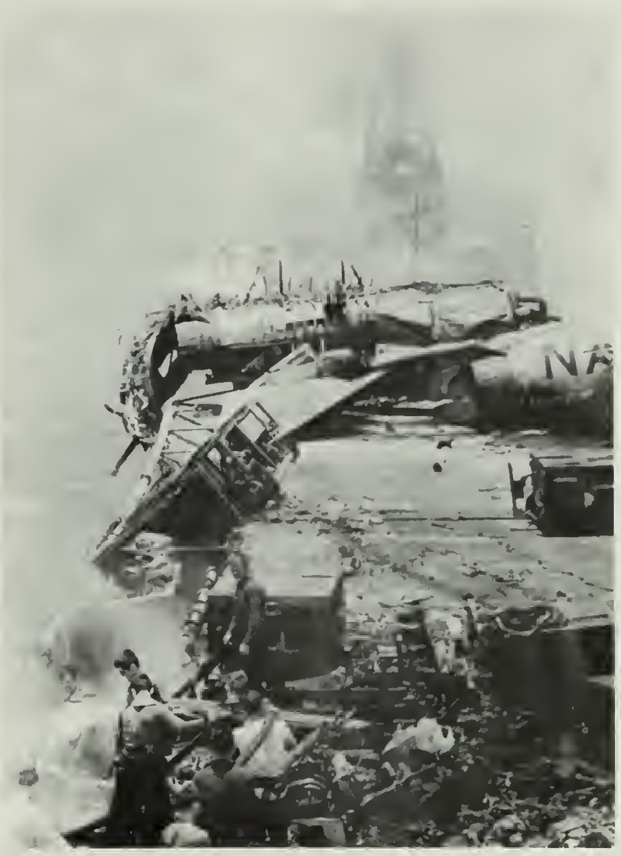
The next morning I reported back down to the hangar bay to see if I could help back in bay three. I started fighting fires back there, with an OBA and tried to get back into some of the compartments to try and get some of the guys out of there.

All our training worked. When the fire started they called out just the most experienced men. I am a nozzle man so I went in and started hosing down some of the holes in the flight deck.

Most of the guys just grabbed hold of the hose to keep it off the deck so it wouldn't burn up.

It was very hot. I lost both soles off my shoes when I stepped in some melted metal. I put on some flight deck shoes and went back in.

After the fires were almost out on the flight deck, we concentrated our efforts on the 03 level where the bombs had started the fires. We had one bomb back there that we couldn't find for quite a while so they



UNDER CONTROL—The last flames of the fire are extinguished. *Below:* Inspection of the damage begins.

HELPING HAND—A destroyer pulls alongside dangerously close to add her hoses in fight to control the fire.

called the ordnance guys and one went down to the area and defused it.

The whole hangar bay was filled with ordnance. From what I heard, the officer in charge ordered all the bombs out of the place in five minutes but they were out in three.

"We lowered him on a rope and he unscrewed the fuse and pulled it out. We had to leave the bomb there because there was too much fire in the compartment."

Robert Cates, LTJG (EOD—Explosive Ordnance Officer): When I saw the fire start, I ran back to the island to start breaking out fire hoses. We didn't realize then that there was any ordnance involved.

About the time we got to the island structure, the first bomb went off. I knew what it was right away. I'd heard them go off before. So I asked for and received permission to jettison all the bombs on the bomb farm.

Mr. Smith and Wilson jettisoned the para-flare lockers on the catwalk on the starboard side. I went under an A-5 and started to pull missiles on elevator number three. They were about 10 feet from a burning A-5. There was so much debris we couldn't pull them out.

So I went out on the deck and started helping moving the planes. We moved an A-3 up forward and got a couple of helos out of the way and I was able to get at the missiles. We started pulling the missile parts off the elevator and took them forward to some other people who jettisoned them.

About that time, I noticed that there were a 500-pound and a 750-pound bomb in the middle of the flight deck that were still smoking. They had been on fire. They hadn't detonated or anything, they were just sitting there smoking. So I went up and defused them and had them jettisoned.

About this time Black, my other EOD man came up to the flight deck so we started picking up everything we could find that had explosives in it and throwing them over the side. We continued our way aft and taking what ordnance we found off aircraft and throwing it over the side.

We found a hole that had been blown down to the 03 level where a 500-pound bomb was still live and had a fuse in it. Black volunteered to go down and defuse it. We lowered him on a rope and he unscrewed the fuse and pulled it out. We had to leave the bomb there because there was too much fire in the compartment.

We went down to the hangar deck and LCDR Weir, the Ordnance officer, told us there were still some planes in hangar bay three with ordnance on them. So Chief Lawler of VA 106 and Black and myself and some other men went back there and got four missiles off the aircraft and threw them over the side.

But that 500-pound bomb worried me. I decided that the best thing we could do was pull it out of the compartment. Black tied a rope around a tractor and I put the other end around my waist and tied it around the bomb and we managed to get it over the side.

Black had a lot of guts when he went down into that hole and defused that bomb. The compartment was still on fire and there were huge billows of smoke coming out.

And I remember seeing Chief Farrier, the crash crew chief run past me with a CO_2 bottle in his hand. He tried to put the fire out on the aircraft. He was killed instantly.

"Water at their feet boiled and the deck steamed."

D. Harvey, Radarman Chief, OI Division: No order needed to be given twice; few orders were needed. To move a hose, one only had to grab hold and start pulling. Yellow shirts, red shirts, sailors in dungarees, pilots in flight gear—anyone not otherwise occupied would grab on and move where they were told. These men seldom knew the man next to them and had never trained together at anything like this, yet there was no confusion. They saw what was needed and did it.

Men of all ranks and rates exercised initiative and courage in doing their jobs. Seamen and commanders both directed hoses into smoke-filled holes, aware all the time that more bombs were down there and could explode at any time.

Men straddled those already dead to train streams of water into fires, backing off when the flames belched out, advancing in the lulls. Crews manned hoses on both sides of the holes punched in the flight deck while water at their feet boiled and the deck steamed. Frequently a crew would turn their hoses on a group working next to them to cool them off and to keep their shoes from burning.

No one asked to leave. Many, when relieved at one hose, would simply take up station on another.

Most of the men on *Forrestal's* flight deck have not yet voted.

"You can train a man to fight a fire, but you can't train him to go in and fight a fire in the face of exploding ordnance. There has to be some devotion to duty involved, too."

Thomas Lawler, Chief Aviation Ordnanceman: When the first explosion occurred, I wasn't sure what happened. Then the overhead began to glow like it was on fire. I told the man with me: "Al, I think the place is on fire. Let's get out of here." We did.

I lost track of time until close to 1600. I was on the hangar deck until then. Then I was requested by the ship's ordnance officer to take some of my crew and go into hangar bay three with OBAs to try to disarm the aircraft there. Earlier, they wouldn't allow anyone in there because there was too much smoke and fire.

The main hazard was smoke. It was so thick you could only see a foot in front of you with a battle lantern.

We dearmed one, and couldn't find any more. After we left, the deck crew found another so I got together a group from G division and the guided missile division and they went back in with me. We took the missiles off, dearmed them and threw them over the side.

It was real late when we finished this. The smoke was thinning somewhat from our first trip. You could see what you were doing on the underside of the aircraft. The first time, you did it by feel.

Mostly after that, we went around checking aircraft from our squadron. Even with the normal explosive ordnance in the aircraft there still is a lot of cartridge-actuated devices. We went around removing these cartridges.

I don't think we were in any great danger in hangar bay three. The only thing that worried me slightly on our first trip when we couldn't see anything, was a gushing—a loud gurgling sound. We couldn't determine what it was, and it's the unknown that kinda bugs you.

I don't think the men of the *Forrestal* could have reacted better. I think the training they had been given really showed up then, although you can't really train for any given situation. You can train a man to fight a fire, but you can't train him to go in blindfolded and fight a fire in the face of exploding ordnance. There has to be some devotion to duty involved, too.

BEACH GEAR is tied to prevent paying out too fast. *Right:* Fleet tugs make twilight pull to free ship.

DEEP REPORT—Navy diver reports findings of trip to reef. *Below:* Salvage ship prepares to drop gear.

NAVY TUG

A WEEK-LONG tug of war between a coral reef and 300 straining Seventh Fleet salvage men resulted in a second chance for ss *Minot Victory* when she grudgingly slid off North Reef in the Paracel Islands.

The World War II victory ship was delivering machinery and supplies to Allied forces in Vietnam when she crunched to a stop in 11 feet of water some 240 miles short of her destination.

Seventh Fleet salvage units were soon headed for the grounded ship. The fleet tug USS *Mataco* (ATF 86), operating in the Tonkin Gulf, set a course for the stranded freighter.

Her counterparts, USS *Hitchiti* (ATF 103), and *Mahopac* (ATA 196) and the salvage ship *Current* (ARS 22) prepared to get underway from Subic Bay.

To the north, the fleet tug *Tawakoni* (ATF 114) was diverted from her destination in Japanese waters and turned back toward North Reef.

As *Current* stood out from Subic, preparations began aboard her busy decks to retrieve the stranded merchantman. A complex array of wire, pulleys and tackle, called beach gear, was rigged and made ready for the salvage attempt. *Current* would be in charge.

OF WAR

When *Current* arrived at the scene of the grounding, Navy scuba divers made an immediate survey to determine how fast the ship was aground and the extent of hull damage below the waterline.

Then the beach gear was strung from the decks of *Minot Victory* to the salvage ship. Anchors were hooked to the freighter's stern, giving her leverage of her own.

Pulleys were welded in place and obstructions cut away with blow torches. The Fleet tugs were hooked up and made ready to pull. The salvage team was ready to make the first attempt.

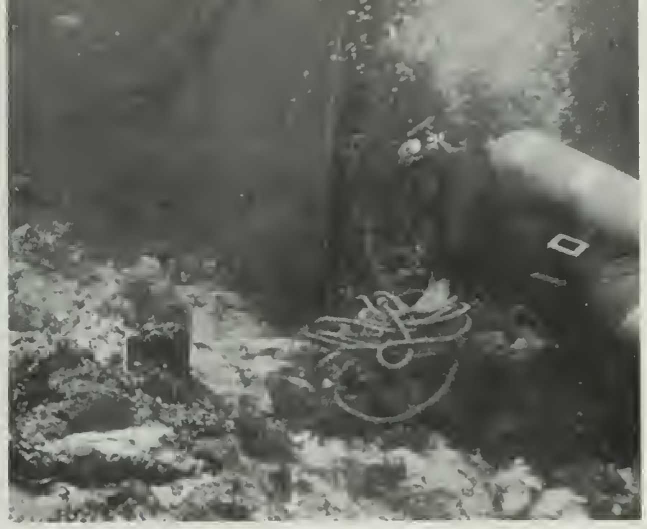
Winches and cables strained and groaned, and screws churned the water, but *Minot Victory* held fast.

The salvage experts decided the freighter was just too heavy. Barges were brought alongside. For the next two days the salvage men became cargo handlers, clearing *Minot Victory's* decks and lightening her holds.

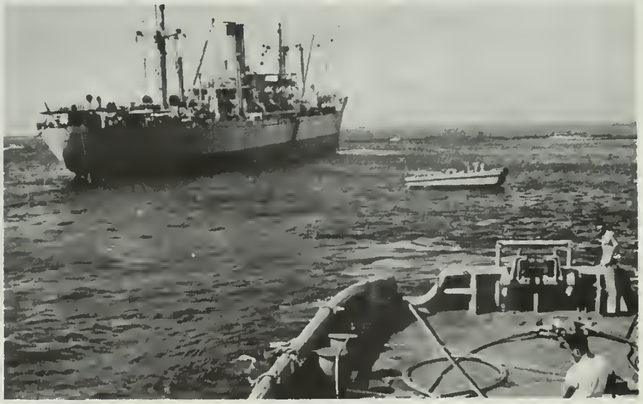
It was time for another try.

The salvage team heaved. They sweated. They coaxed. After nearly half an hour, ss *Minot Victory* scraped—and floated.

The reluctant reef had finally given up its prize, thanks to five small ships, beach gear, and determination.



AT BOTTOM OF THINGS—Diver takes draft reading of the reef-held ship. *Below:* Wire cable is laid out on tug.



TUG-OF-WAR ends as *Minot Victory* is pulled free of reef. *Left:* Rollers, which pay out tow wire, frame the ship.

VIETNAM:

Naval Gunfire and Ai

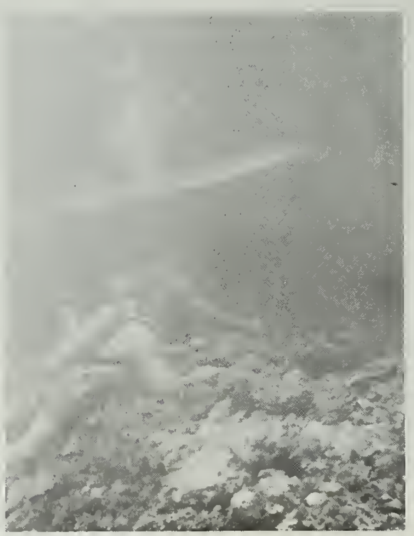
UNITED STATES GROUND FORCES continue to rely on naval gunfire and air support in the jungles and along the divided coastline of Vietnam.

To the north, ships of the Sea Dragon force search for enemy movements ashore and at sea while similar searches are made by Market Time and Game Warden patrols to the south.

In recent months, the enemy's activities have resulted in heavier contact with U. S. anti-infiltration units. Here are brief accounts from various naval sources:

FIVE MILES NORTHEAST of Hue, the destroyer USS *Walker* (DD 517) turned her guns on enemy infiltration routes while the cruiser *Providence* (CLG 6) silenced an artillery position just south of the demilitarized zone. Using both her 5- and 6-inch guns, the cruiser was firing in support of Operation Buffalo. In the same area, the cruiser *Saint Paul* (CA 73) provided harassment and interdiction support for the operation.

IN THE I Corps, the destroyer *Wedderburn* (DD 684) fired her 5-inchers on enemy routes 11 miles northeast of Quang Ngai city. She destroyed 10 enemy emplacements, damaged six and collapsed 150 feet of trench.



DOWN BELOW—Navy divers check for damage to the hull of freighter that went aground in Saigon harbor.

While shelling a group of barges in the mouth of the Son Yen River, 21 miles south-southeast of Thanh Hao, the destroyers *Joseph Strauss* (DDG 16) and *Fechteler* (DD 870) drew heavy gunfire from North Vietnamese shore batteries. The ships immediately turned seaward and returned the gunfire.

Spotter pilots from the carrier *Hancock* (CVA 19) observed rounds landing within 20 feet of *Strauss.* Although she received shrapnel on deck there were no personnel or material casualties reported. It was the ninth counterbattery engagement for *Strauss.* Results of the shelling credited her with two barges destroyed and two heavily damaged. The carrier aircraft destroyed two and damaged two coastal defense sites which triggered a secondary explosion within the enemy position.

STRIKE BOUND—An F4B *Phantom* leaves the flight deck of attack carrier *USS Constellation* (CVA 64) to conduct a strike mission over North Vietnam.

Meanwhile, the destroyer *Allen M. Sumner* (DD 692) and HMAS *Hobart,* an Australian DDG fired on water supply traffic and coastal defense sites 43 miles south-southeast of Dong Hoi. Spotter aircraft there reported the ships destroyed four supply craft; damaged eight; destroyed six buildings and two loading platforms; and started several fires.

Later the same day, *Hobart* fired on a truck ferry and loading pier 19 miles north-northeast of Dong Hoi. She scored a direct hit, but further gun damage assessments were unavailable.

ELSEWHERE, the cruiser *Boston* (CAG 1) was kept busy near Cap Falaise, 31 miles north-northeast of Vinh. While destroying one and damaging four waterborne logistics craft, *Boston* shelled a storage area. Then the cruiser opened up with her big guns, setting a storage building on fire, touching off three secondary explosions and slicing the road to the area.

Later, in the same area, *Boston* fired on supply craft and another storage area. Damaged were 15 craft and four buildings.

While on Sea Dragon patrol, *Fechteler* drew fire 11 miles north-northeast of Vinh. There was no material damage nor injuries to her crew. She returned the fire.

Wedderburn's motto of "We Aim To Please," was broadcast ashore during one Sunday mission. The spotters' immediate reply was, "You sure do," after their assessment of damage listed 42 emplacements, 29 fortified positions and 100 yards of trench destroyed; six emplacements, one bridge, three supply craft damaged and one mortar silenced.

Operating about three to five miles off the Vietnam coast, the destroyer *Brush* (DD 745) fired over 2500 rounds of 5-inch high explosive and fragmentation projectiles in support of U. S. troops engaged in Operation Pershing. Targets, ranging as far

Support

OFF TO SHORE—*USS Providence* (CLG 6) lets loose during support mission.

inland as six miles, included enemy infiltration routes, troop positions, bunkers, supply routes, caves and bivouac areas.

For three consecutive days enemy guns in the DMZ opened up on Navy ships supporting U. S. forces ashore in Operation Beau Charger.

The destroyer *Ozbourn* (DD 846) fired on the enemy positions within seconds after enemy guns fired on the cruiser *Providence*.

This was *Ozbourn's* third encounter with the guns at Cap Lay. Last March she was hit twice by hidden batteries which caused some damage. In May, while patrolling with another heavy cruiser, *Ozbourn* again engaged the enemy guns. This time they were located and *Ozbourn* and the destroyer *Edson* (DD 946) saturated the gun emplacements until they were silent.

However, two days later the guns of Cap Lay opened up again. Five clear muzzle flashes could be seen as the enemy gunners sighted on *Providence*. But because of *Ozbourn's* position, south of Cap Lay, she was apparently not seen from ashore with the sun directly behind her.

As a result, *Ozbourn* fired freely on the enemy as he concentrated on the larger warship. Many secondary explosions and fires were sighted in the area of the enemy guns. Navy salvos raked the area until fire and smoke completely obliterated vision of the target. Only then did the ships cease their fire. Hours later minor explosions and flames could still be seen at the gun site. *Ozbourn*, at the time, was flagship for Destroyer Division 92.

In other action, *Boston* and two destroyers pounded a military defense and logistics complex at Quang Khe, 40 miles north of the DMZ. U. S. aircraft also dropped bombs on the target.

The ships poured both 5- and 8-inch shells on the site believed to contain one of the strongest coastal and antiaircraft batteries in the North.

Both the ships and aircraft were credited with destroying 40 cargo barges and damaging 30 others moored in the Song Giang River.

GUN DUEL—The five-inch guns of destroyer *USS Ozbourn* (DD 846) blast away at enemy shore batteries.

The pilots reported as many as 150 logistic craft at various points along the river.

The raid began early one morning when *Boston*, accompanied by the destroyers *Forrest Royal* (DD 872) and *Allen M. Sumner*, knocked out access routes to a ferry used as a transshipment point for enemy troops.

Two flights of A4 *Skyhawks* and F8 *Crusaders* struck several shore batteries firing at the ships. *Forrest Royal* was under the heaviest fire and received shrapnel hits from some of the shells. There were no personnel or material casualties reported.

Edson was also fired upon by enemy shore batteries from the DMZ. Ten men were injured, the ship's forward mast was damaged and one leg of the mast tripod was severed. The incident took place while *Edson* was supporting troops of Operation Hickory.

Together with fire from the destroyers *Bigelow* (DD 942) and *Taylor* (DDE 468), *Edson* silenced the gun site. Of the crewmembers wounded during the exchange, seven were treated on board while three others with moderate wounds were transferred to a hospital ship for treatment.

COPTER from *USS Sacramento* (AOE 1) picks up ammunition during replenishment off coast of Vietnam.

Aside from Market Time and Game Warden patrols tearing gaps in Viet Cong positions south of the DMZ, the U. S. has initiated still a third organization with which to whittle away at the enemy.

This new joint service organization is called the MRF—Mobile Riverine Force. It is comprised of U. S. infantry troops and craft from the Navy's River Assault Flotilla One located in eastern Long An Province.

Their job hasn't been easy, according to reports received thus far. The going was especially tough in the beginning when seven troops, including a Navyman, were killed and 47 others wounded. However, the enemy's losses in men and material were far greater. Fifty-five VC were killed and over 200 captured during initial operations.

NAVY ACTION—Members of a Navy SEAL team fire on Viet Cong huts from landing craft during operations with Vietnamese and U. S. Army troops.

One riverine patrol uncovered a weapons cache containing numerous water mines and mortar rounds. Another patrol found a grenade factory complete with 300 grenade handles and 400 detonators with explosives. Other weapons seized during the troop sweep included two rocket launchers and assorted rifles and machine guns.

As the MRF assaults continue, Navy river gunboats, monitors and assault troop carriers are providing waterborne defense patrols in connection with their regular Game Warden search of sampan and junk traffic.

Navy River Patrol Boats (PBRs) turned back a large enemy force before it could overrun a Vietnamese Army outpost 90 miles south of Saigon. The enemy force, estimated in size at two companies, backed down when Operation Game Warden PBRs 123 and 126 opened fire with 50-caliber machine guns.

The PBRs, on routine patrol on the My Tho River, were aided in their gunfire by an AC-47 gunship flying spotter overhead. Four rounds of small arms fire directed at the boats during the skirmish did no damage.

Elsewhere, two Navy *Seawolf* helicopters pounded a known enemy concentration 70 miles south of Saigon. They destroyed four buildings and damaged 10. The helos were conducting a routine reconnaissance flight of the mouth of the Co Luong River near the tank landing ship *Harnett County* (LST 821) when enemy troops began firing. The *Seawolves* blasted the enemy positions with rockets and machine gun fire.

Gun crews of the tank landing ship *Jennings County* (LST 846) smashed an enemy base camp 30 miles southeast of Saigon. Destroyed were two bunkered buildings and a sampan. The LST used 40-mm cannon to level the enemy's position blocking access to the Long Tau River, main shipping channel to Saigon.

Two PBRs suffered heavy casualties in a recent battle with enemy troops armed with automatic weapons and recoilless rifles. The action took place on the Ham Luong River 60 miles south of Saigon when a recoilless rifle round slammed into the lead boat. The round ricocheted off

SPEEDY—Navy river patrol boat (PER) cuts through water on emergency run.

a forward shield and into the midst of the crew, killing three Navymen. Then both river banks erupted with machine gun and recoilless rifle fire.

One exploding shell sent a plume of water 200 feet into the air near the lead boat. Almost immediately, another crewman was killed by machine guns while readying his own weapon to return fire. A volley of near misses from recoilless rifles caused the lead boat to veer out of control and head for the right bank. By this time, all but one man on the boat had been killed.

The surviving crewman took the helm, however, and, using the engines for control, steered the boat clear of the enemy fire. He was forced to dodge fish stakes as he guided the boat free of the attack zone.

The enemy then turned his attack on the second boat. A Vietnamese national policeman, serving as a liaison officer, was killed by the gunfire while all of the boat's crew were wounded. Despite their wounds, they managed to fire all of their machine gun ammunition and grenades into the enemy positions while maneuvering to safety.

Once out of danger of further attack, the seriously wounded were placed aboard the first boat, which suffered only moderate damage, to speed their evacuation to home base.

Four Navymen were killed in the action. Five other Navymen were wounded.

Fighter-bomber and Navy helicopter gunship air strikes were called on to attack the enemy positions. Three structures were destroyed and six damaged. Enemy casualties were unknown.

WHILE RETURNING from a Game Warden patrol, Navy *Seawolf* helicopters were fired upon by the enemy as the helos attempted to land aboard their support ship, the tank landing ship *Hunterdon County* (LST 838). The ship was operating near the mouth of the Ham Luong River 50 miles south of Saigon.

After pinpointing the enemy's position, the LST covered the area with 40-mm cannon fire. Seven of the enemy's encampment structures and 10 bunkers were destroyed. Seven more bunkers were damaged.

Meanwhile, a Navy river patrol boat crew fulfilled a promise when they went deep into hostile territory to rescue the families of four ex-Viet Cong from enemy reprisal.

The boats, navigating small canals, moved into the rice lands and jungles of Ba Xuyen Province 115 miles southwest of Saigon to effect the pickup.

The Navymen undertook the mission after four Viet Cong surrendered —or turned themselves in—under the South Vietnamese Government's Chieu Hoi (Open Arms) returnee program. They then requested that their families be rescued from possible reprisal for their defection.

Can Tho-based River Patrol Boat 36 made the pickup early one morning, then made the hazardous journey back along the narrow canals without incident. Boat 36 is a unit of Game Warden River Section 512.

—Marc Whetstone, JOC, USN

TEAMWORK—A Navy armored troop carrier converted for medical evacuation as part of riverine forces stands by as Army copter brings in woundsd.

LIVING GOOD—Main entrance of China Seas EM club at Subic Bay has all the trimmings of a big town night spot.

MEAL TIME—Oriental motif highlights dining room at Taiwan EM club. *Below:* Aloha Lounge is popular with members of Fleet passing through Pearl Harbor.

Enliste

HAVE YOU NOTICED the new club-like atmosphere in certain parts of the Navy?

The Gay 90s are featured at Keflavik.

An old English pub resides at Olathe.

Spanish decor prevails in El Cocodrila at Little Creek.

San Diego's Scuttlebutt rendezvous brings back early American seafaring days.

And at Pearl, the call of the tropics is sounded—at the new enlisted men's club.

Tours of duty or visits by ships to Navy shore activities around the world may have brought you in direct contact with some of these clubs. You've probably already decided which is your favorite.

In the new era of enlisted clubs, atmosphere and decor are as important as the variety of services being offered. Renovation and building programs have been in progress during the past several years which have given many enlisted clubs a personality of their own.

Club interiors under the prevailing concept not only strive to create an atmosphere of comfort, but also

Clubs: The New Look

SWINGING OUT—Dances are a big part of enlisted men's clubs.

→

of warmth and even luxury. Color is emphasized and newly developed building materials enhance the authenticity of the style, era or locale a club represents.

Memphis, Atsugi, Great Lakes, Norfolk and New London are among the many naval activities which are planning or completing clubs designed to exude an exotic atmosphere.

THE CLUB BUILDING and renovation program began in the late 1950s when clubs were under the management of the Chief of Naval Personnel and has continued, under the direction of the U. S. Navy Ship's Store Office (NSSO).

In 1960, an *ad hoc* committee under the chairmanship of then Rear Admiral B. J. Semmes, Jr. (currently Chief of Naval Personnel) determined that EM clubs should be under the administrative and technical direction of NSSO as part of its worldwide Navy Resale System.

Centralized management allows greater coordination of policies and procedures for uniform operation of the 195 clubs presently in the Navy Exchange Program. Innovations recommended or developed by interested club personnel in the field and found acceptable are passed to other clubs for incorporation into their programs.

Clubs range from Yokosuka's Club Alliance, a multistory activity having a capacity in excess of 2000 to the new Crow and Chevron at Johnsville, Pa., which can accommodate 108 persons.

WHEN THE NEW CLUB LOOK began to appear, professional designers of hotel and restaurant interiors were consulted for decor and styling evaluations. Today, all plans for interior design are provided by specialists from NSSO's Layout Branch.

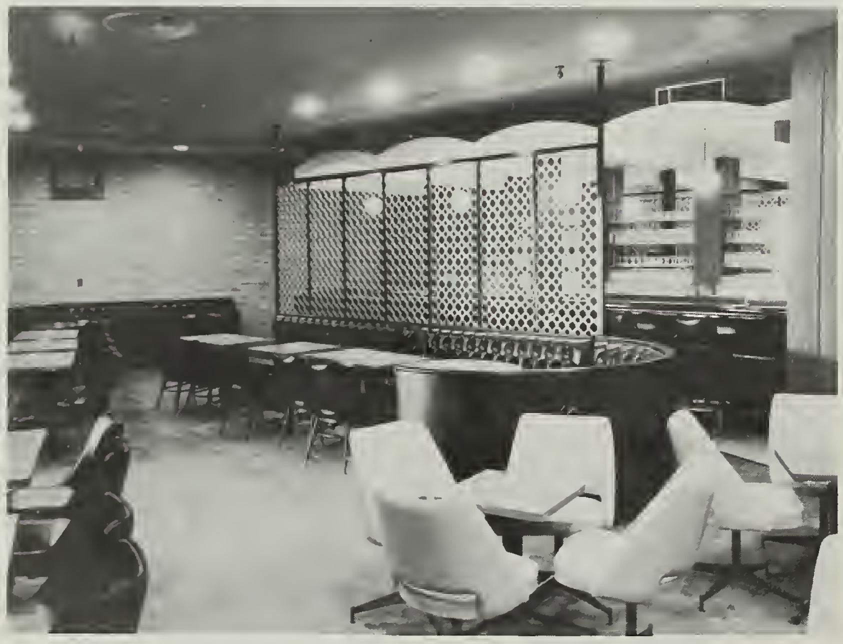
New layouts follow those of a commercial restaurant or night club. Food and beverage services are planned around the menu and club capacity with the geographical area taken into account.

When plans are completed and accepted by local commands, NSSO designers and decorators select materials, furnishings, food service equipment and decorations to create a balanced, cohesive, well finished club, relaxing and inviting.

PLUSH, PLUSH—The Gay 90s is the theme in EM lounge at NAS, Norfolk.

ENTERTAINMENT is basic part of clubs. Duke Ellington signs autographs at Bainbridge. Country singers sing out and (below) Navy musicmen entertain.

NEW CLUB LOOK is exemplified by decor of lounge at Atsugi's Gateway Club.



Enlisted clubs retain their profits for renovation, refurbishment and entertainment. This adds impetus to creating new decors within the club atmosphere.

Entertainment is a basic part of a club's operation; keeping it lively and up to date usually requires between 50 and 70 per cent of the profits—depending on the scope of projected club improvements.

Dance bands, happy hours, go-go dancers, special events and vogue music—all are the popular choices in clubs aside from big-name entertainments. The big names, of course, top almost everybody's first choice list.

Food service runs a close second to entertainment in the current transition to more elaborate meccas for relaxation in enlisted clubs.

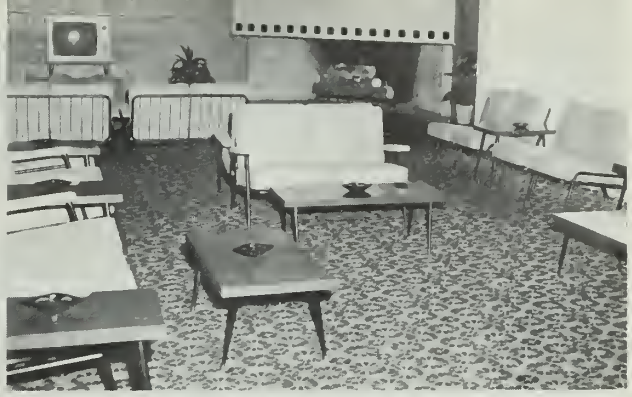
DURING THE PAST YEARS, four food seminars were held for club and food service managers at different points around the globe. Experts from professional schools of cuisine, food preparation and restaurant operation conducted demonstrations and presented lectures on food service techniques used at the best establishments in the commercial field.

Managers participating in these seminars broadened the scope of their own professional knowledge and exchanged ideas with other club managers faced with the same day-to-day problems.

In areas of high dependent population, many clubs are establishing family dining rooms featuring full course meals amid fine surroundings. Charleston, Jacksonville, San Diego and Port Hueneme, among others, have reported that this section of their club has met with resounding success.

"Over 21" sections are being included in club renovation and building plans based on a 1965 change to General Order 15 permitting the sale of alcoholic beverages to Navy personnel in CONUS based on age rather than rate. Overseas installations sell these beverages under prevailing local law and/or status of forces agreements.

CLUBS ARE AN EVEN GREATER morale factor today than in the past. They provide a place to spend off-duty hours with friends, swapping sea stories, while catching up



CLUBS APLENTY—Dining room and television lounge in the enlisted men's club at the CB Center Port Hueneme, Calif., have new look. *Below:* The same can be said for the dining room and 56 Club at Pearl Harbor.

on the latest scuttlebutt.

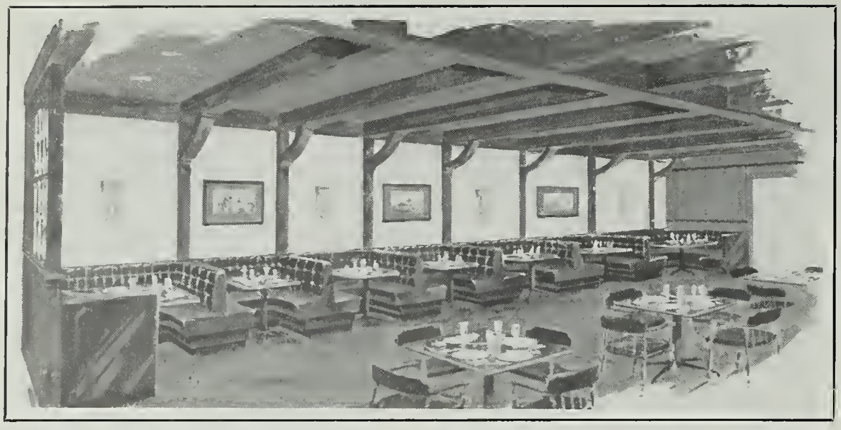
Watching television, shooting a game of pool, enjoying a thirst quencher while watching entertainment or eating a leisurely meal have become an accepted part of club life.

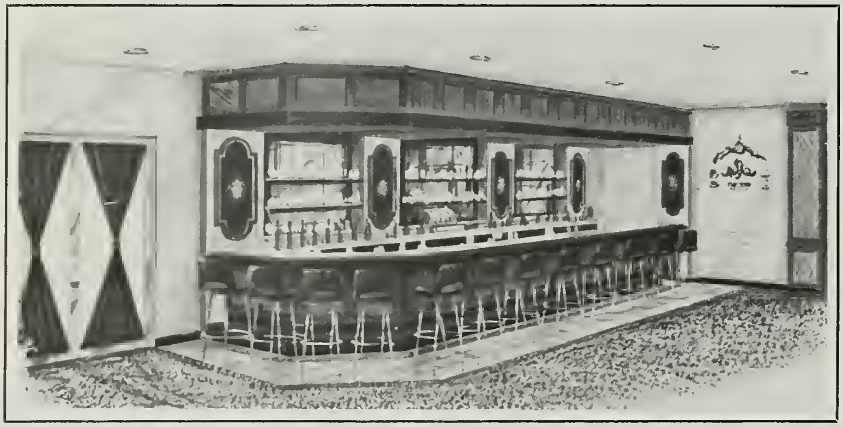
While the enlisted men's club of today is an accepted feature of most Navy shore activities, the EM club concept has been in existence little more than 20 years.

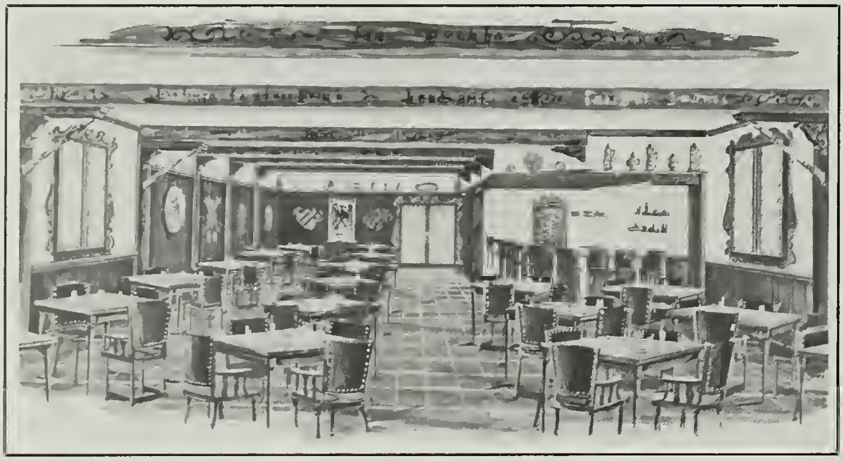
For example, during World War II, EM club activity was rare in many places and nonexistent in others. Clubs were set up on a hit-or-miss basis.

Once WW II came to an end, the Navy began stabilization for peacetime operations and could devote greater effort to long range programs of this kind aimed at improving both morale and efficiency of enlisted personnel. One of these programs included the promotion of enlisted clubs when the Secretary of the Navy made enlisted men's clubs an

ULTRAMODERN atmosphere is evident at the new club located at Brooklyn Naval Station. *Rt:* Fountain in the ballroom of the enlisted men's club at Naval Amphibious Base Little Creek, Va., adds touch of elegance.







integral part of the Navy.

Initial efforts were concentrated on creating clubs at naval shore installations around the world, beginning with areas of high Navy population and expanding outward. Existing spaces at stations were converted into club areas and furnished for immediate needs.

For the first time in naval history, enlisted men from the Fleet and those serving ashore had a recognized facility of their own for leisure use.

By the late 1950s, EM clubs had blossomed at the larger shore stations and a majority of the smaller ones. The immediate requirements had been met and clubs turned their efforts toward becoming more attractive and appealing establishments.

Renovation and refurbishment of existing clubs became the second phase of a program aimed at increasing service and making leisure time more pleasant during off-duty hours.

There has been a proven payoff already for both the Navy and Navymen in this new approach to enlisted men's clubs. A comment by the commanding officer of one naval base with a new and modern club sums it up succinctly: "Since we opened the new club, the number of report chits on downtown incidents has decreased by over 50 per cent."

Navy enlisted clubs have responded to the primary recreation needs of Navymen and efforts are now being directed toward the quality concept in future thinking and planning. —**John Russas**

←

Plans for new or rebuilt clubs are provided by specialists of the U. S. Navy Ship's Store Office, Layout Branch. Here are some new interior designs for EM clubs that are now in the mill.

Top to Bottom: *(1) Artist's rendering shows new look for the Over 21 Club at the Naval Air Station Oceana, Va. (2) Drawing of future lounge at the Heliport EM Club, NAS Key West, Fla. (3) Proposed interior design for the Acey Ducey Club at NAS Lemoore, Calif. (4) New EM club at NAS Memphis, Tenn., will have the appearance of an old German brauhaus.*

Subic Bay Navy Exchange Motel has 20 rooms for use of Navymen and dependents.

NEW MOTEL at Subic Bay

Leisure lounge for TV and reading.

An overseas Navy Exchange Motel—the first of its kind to be built "from scratch" in the Navy Resale System—has opened its doors at the Naval Base, Subic Bay, in the Philippines.

Built primarily to accommodate visiting "sea gulls"—dependents of Fleet personnel—the new 20-room edifice cost over $50,000 to construct.

The Navy Exchange announced that only the following persons are authorized to use the facilities of the new motel: officers and enlisted men assigned to U. S. Fleet units and/or their dependents; service personnel and others entitled to overseas differential pay, when traveling, but not permanently assigned to duty in the Subic-Cubi area, and other persons specifically approved by the Subic NavSta CO.

Dependents of U. S. Fleet personnel attached to ships visiting Subic Bay will get first priority for reservations.

Billeting period is limited to a period ranging from one day to 15 days. Extension of stay may be requested from the Subic NX officer on a space available basis only.

Each room, with two twin beds and a double sofa bed, accommodates a maximum of four persons. The NX motel will provide a baby crib. The rates are very reasonable.

Reservations will be on a first-come, first-served basis by calling telephone 44-2500; or by message or by writing to the NX Officer, FPO, San Francisco 96651.

Daily room service consists of room cleaning and change of linens. No pets will be allowed in the motel; however, a limited number of kennels are available through Base Security.

Desk service is available 24 hours a day. A laundromat will be constructed soon at the motel.

Rooms are furnished with twin beds and sofa that converts into a double bed.

LIKE OLD TIMES—U. S. Coast Guard cutters in Vietnam check the smuggling of arms and supplies to Viet Cong.

177 Years on the Job

During our republic's earliest years, smugglers were making a big dent in United States customs revenues. The situation, in fact, became so serious that Alexander Hamilton, then Secretary of the Treasury, decided we needed an organization to guard our coastal waters.

That was 177 years ago. During the years that followed, the United States Coast Guard has grown and expanded its services under the jurisdiction of the Treasury Department. This year, however, an era ended. Jurisdiction over the Coast Guard has been transferred to the newly created Department of Transportation.

ON ICE—Coast Guard icebreakers cruise by icebergs while on Arctic mission.

Since it began operations, the Coast Guard has also been used as an arm of defense. In 1799, the Coast Guard protected American merchant ships from harassment by Napoleon's Navy. Since then, it has participated in every major war in which the United States has fought.

Since 1965, twenty-six 82-foot cutters of Coast Guard Squadron One have patrolled the coast of South Vietnam impeding the movement of men and material from the North. It has supported United States and allied forces ashore by its gunfire and directly engaged and sunk enemy vessels.

Squadron One also operates a system of electronic navigational aids and supervises the loading of explosives and other dangerous cargoes. It also serves in an advisory capacity in matters of port security, the Merchant Marine, aids to navigation and coastal surveillance.

Early in the 19th century, revenue cutters began conducting winter cruises to aid distressed vessels. This humanitarian work has steadily increased throughout the years. Last year, the Coast Guard answered more than 43,000 calls for assistance involving more than three and a half billion dollars in property and cargo. It also saved more than 3400 lives during the same period.

Much of the Coast Guard's success in search and rescue can be attributed to its Automated Merchant Vessel Reporting (AMVER) Program. Ships participating in the program voluntarily report their position to AMVER headquarters in New York City. An electronic computer processes the information which is immediately made available to Rescue Coordination Centers. AMVER has also been put into operation in the Pacific Ocean and is being considered for use as the nucleus for a global search and rescue network.

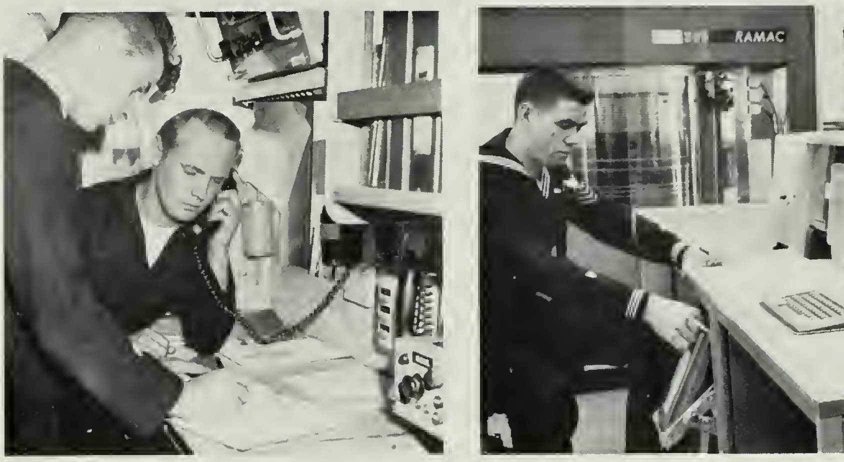
Many of the Coast Guard's maritime services are concerned with preventing accidents at sea. This function, in fact, is largely responsible for the excellent safety record of the United States Merchant Marine.

Accident prevention absorbs the efforts of about one-fifth of all Coast Guard officers. One of the program's more important features is an intensive vessel inspection effort which extends from a ship's blueprint stage to the end of its operating life.

In addition to its other activities, the Coast Guard has been making

CGs FIRE mortar at VC on shore.

THE RESCUE—A call for help from trawler brings aid from cutters and copter.



DISTRESS CALL is logged aboard *USCGC Cape Sable*. *Rt:* Electronic brain at NYC center selects nearest vessels to notify when a ship needs help in Atlantic.

BACK THEN—Coast Guardsmen fire guns in North Atlantic during WWII.

substantial achievements in oceanography since 1867. Soon after our 49th state was purchased from the Imperial Russian government, the revenue cutter *Lincoln* was directed to make the first exploration of Alaskan waters. This mission was followed by many similar investigations, the latest of which has been in connection with the Kara and Barents Seas north of the Soviet Union.

RECENT CHANGES have gone far toward making the Coast Guard the chief icebreaking agency for the federal government. As such, Coast Guard icebreakers will support the Navy in polar operations. New designs are being studied to keep Coast Guard icebreakers up to date and nuclear power is being considered.

The Coast Guard, in fact, looks forward to being completely modernized by the middle 1970s. Substantial progress has already been made toward replacing over-age vessels with cutters of modern design. Five new 210-foot cutters have entered the fleet within the past few years and more are expected to follow.

The cutter *Hamilton* (WPG 715), which joined the fleet this summer, has many advanced features which will give her a cruising range of about 10,000 miles at 20 knots. She will also have a flight deck capable of accommodating two amphibious helicopters.

In the air, the Coast Guard has acquired additional amphibious helicopters and is experimenting with a twin-rotor helicopter for service use. It has also purchased a new type airplane especially designed and configured for monitoring the worldwide Loran network.

The Loran system (Long Range Aid to Navigation) was developed by the Coast Guard early in World War II. It now reaches from the North Atlantic to the South China Sea and from the Arctic to the Mediterranean.

The Coast Guard has grown so spectacularly under the Treasury Department that Alexander Hamilton would scarcely recognize the organization he founded. Under the Department of Transportation, the Coast Guard looks forward to at least as much progress during its next 177 years.

BERG TO BERG—Ice patrol plane hedgehops icebergs off Labrador coast.

Iceberg Patrol Is Part of USCG's Job

This year the U. S. Coast Guard played a part—as it does each year—in the most intensive assault ever made upon the icebergs drifting into the shipping lanes of the North Atlantic.

This is the 53rd year of operation by the Coast Guard with the International Ice Patrol.

The Coast Guard employs HC-130B *Hercules* aircraft equipped with radar and Loran, and two of the planes also utilize a radiometric iceberg detector.

The USCG is responsible for gathering data on conditions in the North Atlantic shipping lanes during the season when large icebergs are normally found below the 48th parallel. The service will maintain a continuous aerial reconnaissance of more than 33,000 square miles of the North Atlantic, flying daily missions to identify and plot the flow of bergs and ocean ice which have always been a menace to shipping.

An ice patrol flight is usually eight to 10 hours long. It is flown at an altitude of 5000 feet, except during low level bombing runs. On these runs, crewmen drop a gallon glass jug bomb filled with calcium chloride and rhodamine. The calcium chloride pellets open the way for a bright dye (this year it will be vermilion) to penetrate about an inch into the ice. This assures the berg will remain marked for eight to 10 days.

Because the experiment in marking bergs with brilliant dyes was so successful during 1965, it will be continued on an expanded scale this year. The earlier concept of marking icebergs with bow and arrow has been discarded.

Last year, the Coast Guard tested its new radiometric iceberg detector. It is based on the principle that all matter sends out electromagnetic impulses. By measuring the different intensities of the impulses, the detector identifies the object as an iceberg or some other floating material.

This year patrol headquarters will be in New York City. CG reconnaissance aircraft will be deployed out of Argentia during the iceberg season.

DYE BOMB is dropped on berg.

Can Do—Done Did

It's history now. But, as Mobile Construction Battalion 40 continues its training at its home base in Davisville, R. I., the Seabees can look back with pride on their eight-month deployment to Vietnam.

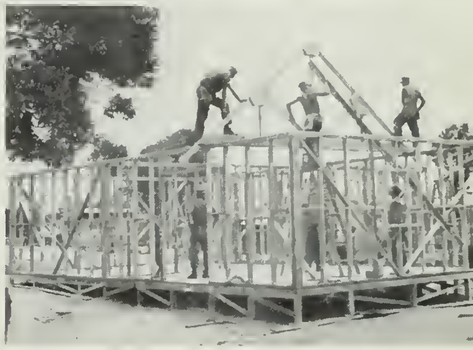
These Seabees provided construction support for the U. S. Marines and Korean combat forces operating in the Chu Lai area of South Vietnam.

MCB 40's first and biggest assignment upon arrival at Chu Lai was the building of a mile-long, 72-foot-wide crosswind runway that would enable planes to operate full time during the monsoon season. Working under the sun and moon without a lull, the Seabees laid the last section of the interlocking aluminum runway matting right on schedule in spite of mortar attacks and rain.

During the following months the Fighting Forty completed other urgent projects: They constructed galleys, huts and showers for 9000 men; a 5000 capacity amphitheater; an ice plant producing 15 tons of ice a day; protective revetments for two aircraft squadrons; and operated a rock crusher batch plant for production of concrete and fill.

The Seabees from Forty were also responsible for three 10,000-barrel fuel tanks (and four smaller tanks), six wells, 31 Butler buildings, 12 quonset huts, 11 ammunition bunkers, and five and one-half miles of airfield maintenance.

While in Davisville, MCB 40 will undergo extensive military training, plus refresher courses in all phases of construction, to prepare themselves for future assignments.



Clockwise from Top Right: (1) Seabees of MCB 40 erect a bolted-steel tank at Chu Lai for fuel storage. (2) CB know-how speeds up job of building huts like these. (3) MCB 40 machinery moves Vietnamese earth to construct crosswind runway. (4) Seabees of Mobile Construction Battalion 40 produced enough crushed rock in their Chu Lai plant to cover 2500 football fields. (5) Navy constructionmen put together aluminum matting for runway.—Photos by Morion Loyd, PH2, USN

LETTERS TO THE EDITOR

More Golden E Ships

Sir: I read with interest your article on the "Golden Ships of the Sea" (April 1967). In fact I read it twice looking for some mention of USS *Bryce Canyon* (AD 36).

If memory serves me correctly, she was awarded a Gold "E" in 1959, and I believe this was the first such award received by an AD.

Also, I might mention that sometime during the years 1957-58 USS *Roanoke* (CL 145) had a Gold "E" painted on each of her six, six-inch/47 turrets. At one time during her nine-year life, every mount—13 three-inch/50s—and each turret had one or more "Es".

Of course, I claim the same protection that you do—set forth my view and let people shoot at it.—J. F. Gilhuly, LT, USN.

- *We appreciate your information on* Bryce Canyon's *and* Roanoke's *successes, Lieutenant. Congratulations are certainly in order to their crews, and to the crews of the fleet tug* Molala *(ATF 106) and the coastal minesweeper* Meadowlark *(MSC 196), both of whom also lay claim to Gold "E" fame as evidenced by the following letters received by* All Hands.—Ed.

Sir: I noticed in your article "Golden Ships of the Sea" that you requested correspondence from the fleet concerning records of ship awards and citations. Here's one which seems to be a record:

In 1960, USS *Molala* became the first, and only (to date) fleet tug on the West Coast to be awarded the Golden "E" for gunnery efficiency.—J. H. Watkins, RM2, USN.

Sir: That was a nice write-up on the "Golden Ships of the Sea," but, alas, you forgot one: USS *Meadowlark*, homeported at Charleston, S. C.

Her crew feels she should be recognized as a top fame getter since she holds the following awards:

1) Gold "E."
2) Red "E."
3) Minesweeping "M" w/hashmark.
4) Marjorie Sterrett Award for 1966, U. S. Atlantic Fleet.

In addition, *Meadowlark* was the seventh runner-up for Ship of the Year in a contest held by a Navy oriented magazine; she was twice Ship of the Month in that same publication. More recently, the minesweeper received a plaque in appreciation for each crewmember's $22 average charity donation.

Not only do we feel *Meadowlark* should be acclaimed for her achievements, but we are reasonably certain she is the first coastal minesweeper ever to receive the Gold "E."—R. D. Cooper, CS2, USN.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Pers G15, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

Many More Golden Ships

Sir: The article "Golden Ships of the Sea" in your April issue particularly interested me. It saluted the deserving ships who display the golden battle efficiency "E." Although all the ships mentioned deserve, no doubt, to be in the spotlight, I think one ship was overlooked.

I once served aboard USS *Rockbridge* (APA 228). Just before I left her, she painted on her fourth hashmark to accompany her Gold "E." She had also won her fourth hashmark to accompany her amphibious assault award.

I am not saying that *Rockbridge* is any better than the ones in the article, but I most certainly believe that this vessel is equally deserving—R. H. L., RMSN, USN.

Sir: Those of us aboard USS *Pine Island* (AV 12) regret that our seaplane tender, currently undergoing inactivation at Puget Sound Naval Shipyard, was not included in your roundup of Golden Ships.

Pine Island won the Gold "E" for the period 1961 through 1965 and, to the best of our knowledge, is the only AirPac ship to be so distinguished. She also won the Battle Efficiency Award in 1955.

After serving since 1945, with one brief period of inactivation in 1950, *Pine Island* is being placed in the Reserve Fleet as a result of the Navy's phasing out of seaplanes.—P. L. Filson, CDR, USN, CO, USS Pine Island.

- *Thank you for adding to our list of Golden Ships.* Ed.

One Is the Most

Sir: Is a Navyman in the Operations Department or the Communications Division authorized to wear more than one letter on his uniform if his ship earns an "E" or a green "C" for operations or communications proficiency?

If so, can he also add a third letter if his ship wins the Battle Efficiency "E"?—A. T. O., LT, USN.

- *Sorry, only ships are allowed to display more than one such award. In the interests of an uncluttered uniform, Navymen must be content with only one Navy blue or white "E" (depending on the uniform background) even though they may actually have earned a green "C".*

The only concession made to variety in this respect is permission to wear a gold "E" to indicate five or more consecutive and identical awards.—Ed.

Circuitous Travel

Sir: My ship is homeported in Hawaii but has been deployed to WestPac for more than six months. During this time we have had a number of married men ordered for permanent change of station, but we've had little guidance regarding what to do about their dependents in Hawaii.

May these men first return to Hawaii to arrange concurrent travel with dependents, household goods movement and temporary lodging allowance, or must they proceed directly to CONUS? —M. B. K., YN1, USN.

- *BuPers Inst. 4650.15 is the directive to which you will want to refer when faced with the possibility of "circuitous route travel," or travel by other than the established, direct routes. In the case you describe, the family may stick together, provided no additional leave or delay is required to accomplish concurrent travel.*

The directive says, in essence, that arrangements for circuitous travel may be made, subject to local regulations, with commands controlling sea and air travel space allocations.

A man with permanent change of station orders could travel a circuitous route with his dependents on a space-required basis. However, such travel arrangements would have to be made far enough in advance to give the appropriate carrier time to find the necessary space.

The government pays the travel bills —which may not exceed the cost for travel on corresponding portions of the direct route.

In any event, provisions of the orders involved must be followed. It is noted that a Navyman might be "directed" to use available government transportation. Dependents are never directed to use government transportation, but, of course, often do.

You have raised an interesting point.

PILOTS AWARDED—CDR P. H. Speer, *rt.*, receives the Navy Cross and LCDR R. G. Hubbard, *center*, gets Silver Star for downing *Mig-17s* in combat over Vietnam. Both pilots are congratulated by CAPT S. W. Vejtasa of Miramar.

You'll hear more about circuitous travel in a future issue.—Ed.

Tour Lengths—Again

Sir: I reported to my present duty station with 25 months of active obligated duty. When I checked in I was told that if I wanted to serve my full 24 months ashore, I would have to extend for one year.

Is that right?—C. D. W., ETN2, usn.

- *When a Navyman reports ashore with up to six months' obligation beyond his normal shore completion date, his TCD is extended—providing his normal tour is 24 months or less, which it appears to be in your case.*

If your normal tour were longer than 24 months, then the word you received would have been true. You would then have had either to extend or accept a shortened tour.—Ed.

There Really Is a Dead Horse

Sir: If a man receives permanent change of station orders which are for his own convenience, such as a humanitarian assignment or a swap, is he entitled to draw advance pay providing his commanding officer approves such a request?—G. E. C., PN2, usn.

- *Yes. An individual may draw an advance of up to three months' pay whenever he receives PCS orders. Some people confuse an advance payment of travel funds with an advance of pay.*

A travel advance represents prepayment of funds for performing travel between the old and new duty stations. Obviously, when the transfer is at the member's own request and is at no expense to the government, he is not entitled to such payment.

Any advance of pay he may receive simply means that the member receives part of his regular pay before he actually earns it. This advance, known traditionally as a "dead horse," is normally liquidated on an installment basis during the six months following the transfer.—Ed.

Warrant Officer ID

Sir: I am one of seven warrant officers serving on board a destroyer tender. We have our own WO mess which we believe is one of very few in the Pacific Fleet. Are any figures available with regard to exactly how many such messes there are? Are there any regulations with regard to the establishment of WO messes on board ship?

On another subject, we've noticed that warrant officer is not abbreviated uniformly in the "grade" space on our ID cards. Mine says WO-1. Others have W-1, WO or WOI. Why no uniformity? Also, are specific professional designators (Electrician, Machinist, etc.) ever used after a WO's name?—G. P. A., WO-1, usn.

- *There are no general regulations which govern the establishment of warrant officer messes. Your type commander may have set the guidelines for your mess. Further, since the Navy has no over-all departmental regulations on the subject, no one seems to know how many such messes there are. For now, we'll gladly take your word that yours is "one of very few." If the question ever comes up again, our Editor-in-Charge-of-Warrant-Officer-Mess-Statistics will have something to go on.*

When it comes to the warrant abbreviations used on ID cards, it appears that various personnel offices have different styles. However, the BuPers Manual *(article C-1301) abbreviates the four warrant and commissioned warrant military grades as CWO4, CWO3, CWO2 and WO.*

Regarding designation of your professional specialty, we suggest you check the Correspondence Manual, *chapter II, paragraph 8. In part, this states that "complete personnel information will appear at least once in each letter." Your warrant specialty would be appropriate for use in any "complete personnel information."*—Ed.

Gold E Liberty Card

Sir: Our ship awards gold "E" (Excellence in Conduct) liberty cards to crewmembers who maintain clean records for six months. It seems to me that this mark of distinction, the use of gold, should be reserved for those men who maintain a 12-year level of good conduct.

Is there any official ruling on this matter?—R. A. C., GMG2, usn.

- All Hands *turned to a cognizant source for an answer. Here it is:*

The gold "E" liberty card policy is not a Navy-wide policy; there is no evidence available that instructions or regulations have ever been written on the subject. Therefore, it appears that issuance of such liberty cards is a command decision.

Nevertheless, there can be no relation between liberty card gold and hashmark gold per se. Petty officers second class graduate from their liberty card-carrying days upon advancing to E-5 regardless of length of service or level of conduct.—Ed.

TOPSIDE LOOK—*USS Randolph* black gang members rarely see underway and docking procedures, but are given that look by CAPT Wynn V. Whidden.

Oregon *Was a Memorial, Too*

SIR: I fear I must disagree with a statement made in the article "The Lone Star Navy" which appeared in your July issue. The author states that when USS *Texas* (BB 35) steamed to Houston to be decommissioned in April 1948, she was the first battleship to become a memorial in the state for which she was named. Not so.

I can't speak for other states, but I was raised in Portland, Ore., and back as far as I can remember the old Spanish-American War veteran USS *Oregon* (BB 3) was tied up there as a memorial.

I also remember when we school children all chipped in our pennies to help make her a permanent memorial in Portland. I still have many pleasant memories of touring the ship and playing aboard her. Since this was back in the 30s, I must take exception to Lieutenant Mayo's claim about *Texas*.

The only thing left of the old girl now is her basket mast, a plaque and a building with her souvenirs and artifacts from the Spanish-American War. She was given over to the scrap drive during the late years of World War II, and the last I saw of her she was sitting on a mudflat in Agana harbor in Guam in 1954.

I believe she was washed up on the beach during the typhoon of '49 and just left there to rust, since it was too expensive to haul her off.—R. E. Alderer, MUC, USN.

- *It looks as though you may have us, Chief. Without entering into a discussion of semantics, or official definitions of memorials, we'll have to agree that* Oregon *was a memorial in her home state back in the 30s. The dictionary definition of a memorial is "anything, as a monument, intended to preserve the memory of a person or event." Since most people regard a ship more as a person (she) than a mere thing, it would seem that* Oregon *fits Mr. Webster's definition.*

As a result of your gentle prodding, we explored a little more deeply the details of Oregon's *career following her brief brush with glory during the Spanish-American war. Usually, her story ends with her famous speed run from San Francisco around the Horn to join in the destruction of the Spanish fleet off Cuba. She had covered the 14,700 miles in 66 days, averaging 11.6 knots, a speed and endurance record.*

After she was refitted, Oregon *returned to the Pacific for duty in the Asiatic, where she cooperated with the Army during the Philippine insurrection. Marines from* Oregon *joined the Relief Expeditionary Force sent to Peking during the Boxer rebellion in 1900.*

During World War I, Oregon *served as flagship of the Pacific Fleet, and was used primarily as a training ship. She was decommissioned soon after the Armistice.*

She was taken out of the Reserve Fleet in August 1919 and was the reviewing ship for President Wilson when the Pacific Fleet arrived at Seattle. She was again decommissioned on 4 Oct 1919 and moored at the U. S. Naval Base, Bremerton, Wash.

The ship was considered incapable of any warlike operations during the administration of President Wilson, and plans were made to scrap her. However, Franklin D. Roosevelt, then the Assistant Secretary of the Navy, intervened in the ship's behalf and she was saved.

Under the terms of the Washington Conference on Limitation of Armaments in 1921-22, Oregon *was once again selected for scrapping, but public indignation caused such plans to be shelved.*

In 1925 the citizens of Oregon requested their governor to ask that the ship be moored at Portland to be used as a floating monument. The Navy consented, and on 25 Jun 1925 she was loaned to the State of Oregon and berthed at Portland.

This was the period during which you and your playmates came to know her. Oregon's *subsequent history is unfortunate, even depressing.*

In 1938 a project was proposed to encase the battleship in concrete at a spot to be known as the Battleship Oregon *Marine Park. However, the cost of the project proved prohibitive and the idea was abandoned.*

On 17 Feb 1941, the vessel's classification was changed to IX 22, unclassified miscellaneous ship.

She was formally stricken from the Navy list on 2 Nov 1942 and was transferred to the State of Oregon. Bids were requested for scrapping the battleship on 3 Dec 1942 and four days later she was sold to two Portland businessmen for $35,000. However, the Navy then requested that the scrapping be halted once progress had reached the main deck, and the ship's interior had been cleared out.

On 3 Mar 1943, the ship was towed from Portland to Kalama, Wash., for dismantling and the hulk was later returned to the Navy. She was redesignated IX 22 and placed in service.

By July 1944 the former battlewagon's hulk had been loaded with dynamite and other types of explosives and she was towed to Guam to be used as a floating ammunition depot.

A few months after beginning her new depot job, IX 22 almost came to a premature but spectacular end.

She was moored in Port Merizo, Guam, and had aboard 1400 tons of 60 per cent gelatin, among other highly explosive cargo. An LCI had been assigned to guard her, and was moored alongside during the two and a half months it took to unload.

One night the crew of the LCI broke out a number of boxes of dynamite from the hold for inspection. Just about the time the lids were removed, a burst of machine gun fire sprayed the ship from the beach, which was about 75 yards away. A few of the enemy still remaining on the island had found Oregon *a convenient target. One lucky round and the ex-battlewagon would have come to a quick and fiery end. It didn't come.*

While Oregon *was tied up at Port Merizo, LCTs and LCVPs took about 15 tons of dynamite from her each night for blasting in Apra harbor and at Tinian and Saipan.*

Oregon *broke her moorings several times during her stay off Guam, and the last time she went aground on a coral reef. Her hulk remained on the reef until she was sold 15 Mar 1956 and towed to Japan for scrapping.*—ED.

Marine Can Stand Watch

Sir: I recently saw a photograph of a Marine officer standing an OOD watch on the quarterdeck. Although the picture appeared in an authoritative publication, I am still not convinced that Marines are authorized to stand this watch although a buddy of mine assures me they are.

Is he right? If so, maybe you can give me some additional information on the subject.—A. G. P., EM1, USN.

- *Your buddy is correct. Marine officers below the grade of major are permitted to stand deck watches while in port and those on the junior watch list may stand junior officer watches at sea.*

Generally speaking, Navy Regs *authorizes a commanding officer to assign any qualified commissioned or warrant officer under his authority to stand a day's duty or to duty in charge of a watch.*

This applies to Marine officers in detachments permanently assigned aboard ships such as aircraft carriers and cruisers. Such Marines would have adequate training and would, therefore, be considered qualified by the ship's commanding officer.

On the other hand, Marine officers assigned to units aboard transports engaged in a troop lift are considered to be in a passenger status and normally would not be assigned to deck watches.—Ed.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Navy Department, Washington, D. C. 20370, four months in advance.

- USS *West Virginia* (BB 48)—The 13th annual reunion will be held at the VFW Hall, 1822 W. 162nd St., Gardena, Calif. For further information write to R. A. Brown, 1822 W. 162nd St., Gardena, Calif. 90247.
- VC/VFP 62—A reunion will be held on December 8 at the Officer Recreational Facility, Cecil Field, Fla., for all officers who served in VC/VFP 62. Please contact PAO T. B. Bowman for information.

A Matter of Reciprocity

Sir: I recently noticed an item in All Hands entitled "Who Shines the Bell?" in which the task was properly attributed to the ship's cook. However, the article didn't mention how the cook acquired this particular duty.

Suspecting that this Navy tradition originated in mutual reciprocity, the chief commissaryman on my last ship did some research on the subject and emerged with the reason behind the bell-shining custom.

He found that the quartermaster once polished the bell. At some time in the dim past, however, a ship's cook apparently persuaded the quartermaster to light off the galley's wood or coal fires during the small hours of the morning. In exchange, the cook took on the quartermaster's bell-shining duties.

Since the quartermaster was up all night anyway, he was happy to rid himself of the job of keeping the bell bright while the ship's cook bought himself an extra hour of sleep each morning by expending some elbow grease on the ship's bell. And everybody was happy. —J. M. Henderson, CDR, SC, USN.

- *We thank your former chief commissaryman for his research on bell-shining and we thank you for passing it on to us.*—Ed.

Gold and Red Hashmarks

Sir: A recent issue notes that "some individuals with broken service feel that not being able to wear gold lace service stripes reflects on their conduct."

I am not worried about my image in this respect.

However, since misunderstanding exists, additional remarks on the subject may help to clear the air.

In August, I sewed on a sixth red hashmark. Although it represents 24 years of active and inactive service, I will not rate gold until November 1968.

Meanwhile, my ID card has become battered and dog-eared from proving that I am even on active duty.—H. B., AVCM, USNR-R (TAR).

- *There are undoubtedly scores of men with broken service who share your sentiment and also possess dog-eared ID cards. Perhaps someone will come up with an answer which will mark more of a distinction between 12 years' good conduct and three red hashmarks.* —Ed.

Salute the MOH?

Sir: I am trying to determine if a Medal of Honor winner rates a salute, even if he is an enlisted man. Scuttlebutt has it he does, but I can find no reference in the *BuPers Manual,* the *Awards Manual,* or in the *Bluejacket's Manual.*—J. C. S., YN2, USN.

- *For the record, once again, a man does not—repeat not—rate a salute by virtue of being a Medal of Honor recipient.*—ED

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Shaping Up Aboard Ship

LET'S FACE IT. When the average man reaches his thirties—if he doesn't watch out, he begins to go to flab.

The reasons are obvious. He eats either too well or too much, or both, and he's not nearly as active as he was during his twenties. (In the Navy, that's the period in which he usually makes the grade starting from seaman deuce, and leading up to chief.)

Whether you're in the armed forces or in civilian life, this is a problem you have to face.

Anyone who has been at sea and has eaten in the enlisted mess, the Chief's mess, or the wardroom can vouch for the excellent food served aboard ship. On a submarine, the food is claimed by some to be better and more of it, but there is less opportunity for exercise.

After a few years, this combination of good food and little exercise can get to you—and stay with you. A few more years and the problem grows larger—usually around the middle.

But there is a solution. It's a physical conditioning program which combines proper exercise and dieting. The Navy's program relating to physical fitness is discussed in BuPers Inst 6100.2B. In this connection, ships and stations are encouraged to promote sports, recreation and physical fitness.

Here is one example of a program that was adapted for shipboard use which may be of interest to other ships in the Fleet. Also, because of popular demand, ALL HANDS is reproducing its report on isometrics

Not too long ago, Associate Professor H. W. Lenz, of the Department of Physical Education, Naval Academy, had occasion to make a cruise aboard *USS Forrest Sherman* (DD 931). More than once, he was approached by a crew member: "Sir, I'm putting on weight. I'm out of shape. What can I do about it?"

At first, he tried answering on an individual basis, but that didn't work out too well. Just too many. So he drew up a brief, informal guide for the men of *Forrest Sherman* who wanted to improve their state of physical fitness. It can work for you, too. It is especially designed for men aboard ship and can be carried out under almost any conditions, in very limited space.

First of all, what is physical fitness?

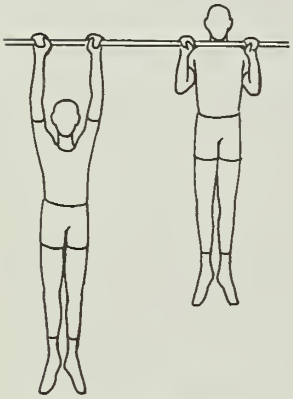
You are physically fit, says Professor Lenz, if you can carry out any duty demanded of you. In addition, you must have enough energy left over for any emergency you may encounter, or for any recreational activity you choose.

If you are unable to meet these requirements because you are overweight, or because your muscles are too flabby, or both, you are not physically fit.

To determine your present level of physical fitness, have a friend test you on the items described below. Once you know your relative status, you will know how to pace yourself. Go through the exercises (you might try the torpedo deck if there's one aboard your ship). Have your friend bring a wrist watch with a sweep-second hand. Your friend will time you during the exercises.

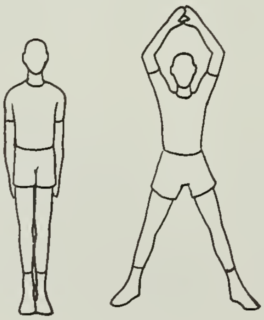
Your Score

Test Items	Points
1. PULL-UPS—Palms forward, full hang, pull chin over bar.	
8 or more, score	5
4 or more, score	3
3 or less, score	1



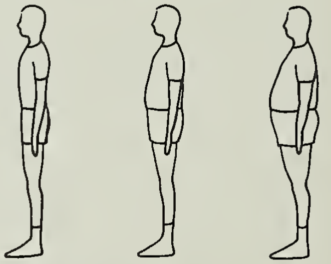
2. SIT-UPS (within 30 seconds)—Lie on back, arms over head, feet drawn up tight.	
25 sit-ups	5
18 sit-ups	3
10 sit-ups	1

3. SIDE-STRADDLE HOP (60 seconds)—Your feet come apart as far as your shoulders are wide; arms swing up straight over shoulders.	
70 hops	5
60 hops	3
50 hops	1



4. YOUR FIGURE.

If you look like (a), score	5
If you look like (b), score	3
If you look like (c), score	1



5. THE AGE FACTOR.

From 17 to 26 years old, score	0
From 27 to 38 years old, score	2
From 39 up, score	4

Now, add your total points. If they amount to 18 or more, consider your physical fitness status to be "Excellent." Work in Group I, described below.

If they range between 11 to 17, your condition is "Good." Work in Group II.

If they are 10 or less, that's too bad. You belong in the executive, or Group III, category.

AT THIS POINT, you're almost ready to go to work. But first, a few additional words of counsel from Professor Lenz:

- Work out in a space that is adequate and safe.
- Adjust the repetitions to your own need, especially during the first few weeks.
- Work out at least four out of every seven days. Keep track on a calendar.
- Keep track of what you do. Make up your own private chart and list the exercise, the repeats and the speed for each. Leave a space for the date.
- Weigh about once a week. Weigh on the same scales, at the same time, with the same amount of clothes each time. If you start weighing before your workout, do it that way each time. If after the workout, keep it that way. The point is, do it the same each time. Keep track of your weight.

Don't put yourself on so strict a diet that you can't maintain it. You should not lose more than two pounds a week. If you lose only one pound every two weeks, that's fine. Keep at it.

There's no law that says you must eat the rich, fattening foods. Stay away from butter on bread or potatoes; gravy; large portions of dessert; carbonated drinks. All of these are very fattening. If you eat more than you burn up, you will put on weight, that's all there is to it. An ounce of prevention is worth a pound of care.

Crash programs won't work. The steady grind will bring results. Work out constantly, cut down on food with discretion. Establish an exercise and eating routine that you can stick to.

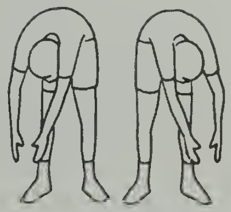
When a big party comes along, forget your austerity routine and have a ball. But when it's over, go back to the routine.

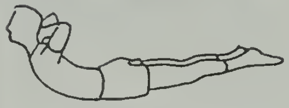
This will really work.

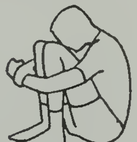
WHAT KIND OF PROGRAM IS RECOMMENDED

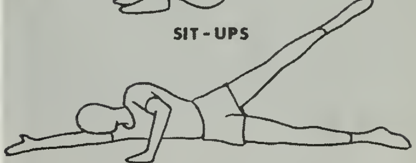
NOTE: REPS—This means "repetitions"; it means the number of times you repeat each exercise
SPD—This means the "speed" with which you do each exercise; there are three speeds
(1) SLOW—Move easily and work in relaxed manner
(2) MEDIUM—Move at a pace which is half as fast as you can go, abbreviated, "med"
(3) FAST—Move as fast as you can, still doing the exercise correctly

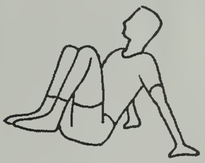
EXERCISE	PURPOSE	GROUP 3		GROUP 2		GROUP 1	
		REPS	SPD	REPS	SPD	REPS	SPD
STRETCHER—feet apart, shoulder width, arms over head, bend, and bounce, reaching for toes	Warm-up and for flexibility	15 to rt 15 to lt	slow	20 to rt 20 to lt	slow	20 to rt 20 to lt	slow
LOWER BACK EXERCISE—on stomach, hands clasped behind neck, body straight, lift up head and shoulders as high as you can and return—DON'T ROCK	strength for lower back muscles	15	med.	20	med.	max you can do in 30 sec.	fast
SIT-UPS—lie on back, arms over head, feet drawn up to buttocks, heels touching buttocks,	for that gut, good for stomach	17	med.	23	med.	max you can do in 30 sec.	fast
TRUNK MUSCLES—lie on right side use right arm as brace, lift right leg high, lower, don't touch left leg; REPEAT ON LEFT SIDE	for your waist and stomach	20	med.	23	fast	max you can do in 30 sec	fast
SITTING TUCKS—sit on deck raise legs, tuck in, and straighten, don't touch deck	for your stomach muscles	20	slow	23	med.	max you can do in 30 sec.	fast
PUSH-UPS	arms	15	slow	18	med.	20	fast
RUNNING-IN-PLACE, lift legs high	wind	2 min.	slow	2 min.	med.	2 min.	fast


STRETCHER


LOWER BACK EXERCISE


SIT-UPS


TRUNK MUSCLE EXERCISE


SITTING TUCKS

PUSH-UPS

RUNNING-IN-PLACE

ISOMETRICS: SIT-DOWN SPORT

This exercise program—new to many—is ideal for Navymen whose duties or location restrict their ability to engage in athletics or other forms of regular fitness activity. It previously apeared in ALL HANDS.

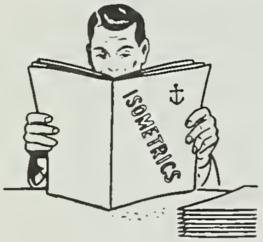
What is isometrics?

Briefly, isometrics is based on the principle of one set of muscles working against another. You may have been practicing it for years, by some other name, or more likely, by none at all.

Here are nine isometric exercises designed specifically for office personnel and those in other sedentary occupations. All that's needed is a chair, a heavy desk or table, *and one minute a day.*

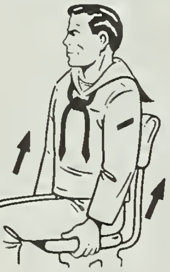
Six seconds for each set of nine muscles are required daily for maximum benefit. By rigidly adhering to the isometrics routine, some men have doubled their strength in 20 weeks. (The average increase in strength is between three and five per cent each week.) Try it—you'll be surprised at the result.

Hold your breath while you do each exercise. Be sure to exert full force for six seconds with each. Then relax for a few seconds before going on to the next exercise.



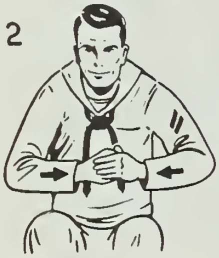
Remember, in this program you should follow a daily schedule. But you need not perform the exercises more than once daily. Muscles can grow in strength only at a certain rate. These exercises build significant muscular strength and tone.

1



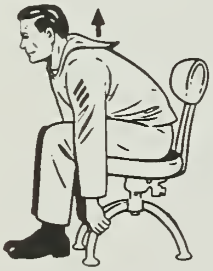
(1) *Pull Up*—For arms and shoulders. Sit straight, grasp the sides of your chair tightly with both hands and pull up as hard as possible. Hold for six seconds.

2



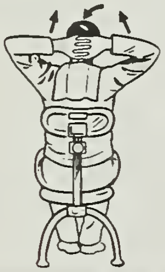
(2) *Hand Press*—For arms, chest and shoulders. Sit straight, chest out, arms held across chest. Place one fist inside the other hand. Press together for six seconds using all the strength of your arms and shoulders.

3



(3) *Back Pull*—For the back. Keep back straight and lean forward until you can grasp your legs or braces of chair. Pull straight up for six seconds, using back muscles only.

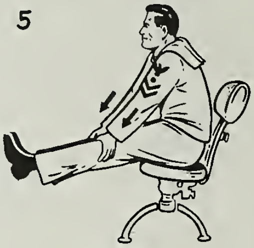
4



(4) *Neck Presser*—For the neck. Sit straight with hands clasped behind your neck, elbows held forward. Pull forward with both hands, at the same time pressing head backwards. Hold for six seconds. You'll find that this also has a relaxing effect.

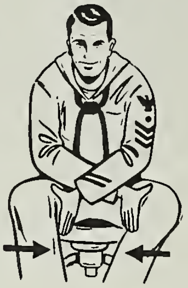
(5) *Stomach Tightener*—For waist and abdomen. Sit with legs held together, extended straight out. Bend forward and grasp legs just below the knees. Press down with hands, at the same time pressing up against the hands with both legs. Hold for six seconds.

5



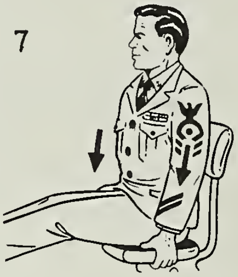
(6) *Criss-Cross*—For chest and leg muscles. Sit with feet about four inches apart. Bend forward and place hands against inside of opposite knees. Attempt to press knees together while at the same time holding them apart with hands. Hold for six seconds.

6



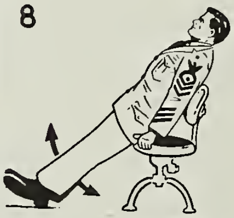
(7) *Body Lift*—For shoulders, arms, abdomen. Sitting with back straight, lean forward and place your hands, palms down, against the sides of your chair. Hold legs straight out, attempting to raise body about one inch off the chair. Hold for six seconds.

7



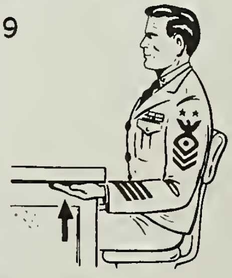
(8) *Leg Squeezer* — For legs. Sit forward on edge of chair, lean back, hold legs straight out. Hook one foot over the other and hold tightly. Rest feet on floor, keep legs straight, and try to pull feet apart. Hold for six seconds.

8



(9) *Arm Curl*—For upper arms. Sit straight, grasp underside of heavy desk or table with palms up, forearms parallel to desk. Push up as hard as possible for six seconds. Repeat this whole series of exercises regularly as a muscle conditioner.

9



The Hookmen

BRINGING HER BIRDS safely home to roost is a matter of routine aboard the nuclear powered carrier USS *Enterprise* (CVAN 65). This is accomplished with the use of an important safeguard, the arresting cable.

There are four of these 1⅜-inch cables stretched 35 feet apart across the steel flight deck of the carrier.

As planes of the U. S. Seventh Fleet slam to the deck on return from a mission over Vietnam, constant vigilance of the wear and tear on these cables is a necessity.

Each day *Enterprise* crewmembers replace two of these cables due to wear or for safety reasons. Neglect could cause loss of life or the destruction of a multimillion-dollar aircraft.

When an aircraft hits the deck at a speed in excess of 100 miles per hour and is brought to an abrupt halt in a couple of hundred feet, a pilot may reflect that the arresting gear crew had a great deal to do with his safe landing and his chance to fly another mission over Vietnam.

Clockwise from top: (1) Monte R. Fautin, AN, throws the switch that retrieves the arresting cable. (2) An A-4 *Skyhawk* falls under control of the hookman aboard *USS Enterprise.* (3) James N. Hinkle, ABEAA, hookman in *Enterprise*, keeps a sharp eye on incoming aircraft. (4) The hookman awaits the arrival of another customer.

★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★

SATELLITE TALKER—*USNS Redstone* with dish-shaped antenna is part of SATCOM (satellite communications system) allowing world-wide communications.

Redstone Has First Word

USNS *Redstone* (T-AGM 20) passed a major test milestone when she communicated via an orbiting satellite with shore stations at Andover, Maine; and Grand Canary and Ascension Islands.

Redstone is one of the ships built to track and communicate with American astronauts during manned missions to the moon and the first to be equipped with a satellite communication system (SATCOM) which allows her to communicate around the world via satellites.

A large dish-shaped antenna which permits voice, teletype and high-speed data communications was installed on her forward deck as part of the SATCOM system.

Redstone was located off the coast of Massachusetts while the test was being made. Communication was made to shore stations via the *Canary Bird* satellite in orbit over the Atlantic Ocean about 22,300 miles above the equator.

SACC-Time Is No Nap-Time

A Navyman in the sack is probably sleeping. One who is in the SACC, however, is wide-awake and, if an amphibious operation is in progress, he is up to his ears in work.

SACC stands for Supporting Arms Control Center and is a mobile command post which, although it can move ashore, is usually embarked in an assault ship.

The control center aboard USS *Okinawa* (LPH 3) is a case in point. During an amphibious assault, it is crowded with men wearing the uniforms of the U. S. Navy, Marine Corps, Army and Air Force. In addition, representatives of the Vietnamese armed forces and local political leaders also may be present.

During an assault, the atmosphere in *Okinawa's* SACC is one of orderly confusion as spotter reports are relayed from the battle zone and tabulated on the big board which shows the progress of fire support missions.

The fire power directed from SACC comes from varied sources. During Operation Beaver Cage, for example, USS *St Paul* (CA 73) had her 8-inch guns aimed toward the shore. HU-1E helicopters and jet attack aircraft from the First Marine Air Wing were available as were Seventh Fleet Marine Artillery units.

Airpower could be called in from U. S. carriers operating on Yankee Station as well as from almost any air base in Vietnam.

Early on the first morning of Operation Beaver Cage, Viet Cong were seen scurrying into the trees near the beach. Within three minutes, the location was under rocket and strafing attacks.

SACC provides a good example of interservice cooperation. During Operation Deck House V, for example, representatives of all the United States armed forces, as well as representatives of Vietnamese armed forces, cooperated to produce success. **Dave Colby, JO2, USN**

Compass Island

USS *Compass Island* (AG 153), whose crew places her among Navy ships which are firstest with the mostest, recently was reassigned from the Eastern Sea Frontier to New London's Submarine Flotilla Two which, according to its men, is pretty firstest and mostest itself.

Compass Island claims the distinction of being the U. S. Navy's first and only navigation development and test ship. After being commissioned in 1956, she assisted in developing and evaluating the Ship's Inertial Navigation System (SINS), an important component of the Fleet ballistic missile weapons system.

Compass Island also has the reputation of being one of the Navy's easiest riding ships, with the best automatic steering available and activated fins to stabilize her roll.

Submarine Flotilla Two, not to be outdone, claims for herself USS *Nautilus* (SSN 571), the first nuclear vessel, *George Washington* (SSBN 598), the first *Polaris* submarine, *Triton* (SSN 586), the world's longest submarine and even the Navy's oldest submarine on continuous active duty, *Grouper* (AGSS 214).

The new assignment of *Compass Island* will not affect her home port. She will continue to be at Brooklyn, N. Y., where she normally berths at the U. S. Navy Applied Science Laboratory.

FIRST FLEET FLAG—*USS Oklahoma City* (CLG 5) has assumed duties as flagship for the First Fleet after completing extensive overhaul at San Francisco.

Black Mini-Box

To fit comfortably in the Navy jet, the carrier pilot's friend had to lose 222 pounds. And did.

The central figure in this dietary feat is an airborne data link, the last major stumbling block in the way of the long sought-after, fully automatic, all-weather carrier landing system. It's called the AN/ASW-25A, and it used to weigh 234 pounds. Now it weighs 11.8.

The AN/ASW-25A is a device designed to give a Navy pilot specific landing instructions and continuous indications of his relationship to his proper glide path.

Its designers call it a pilot's best friend.

Inside this friendly little black box are a radio receiver, a data processing unit, and the necessary electronics to provide signals for use by a pilot display device or an automatic pilot. Here's how it works:

A computer on board the aircraft carrier, using data based on radar observations of the approaching aircraft, and on predictions of the position of the carrier when the plane touches down, determines the relative position of the approaching plane to the desired glide path.

When these two factors are compared, steering instructions are generated by the computer which are transmitted to the aircraft via an ultra high-frequency data link.

The AN/ASW-25A aboard the approaching aircraft decodes the instructions from the carrier-based computer and displays them for the pilot. He can then use this information to control the aircraft himself, or he can connect the data link to his automatic pilot for a hands-off landing.

Before this system was developed, naval engineers burned the midnight oil and gave top priority to a system which would remove some of the pressure and responsibility from the pilot's shoulders as he attempted to land his aircraft on the bucking, pitching carrier deck under various weather conditions.

Research paid off to the extent that scientists designed and built a system which used a carrier-based radar and an associated computer to transmit correct guide slopes to an approaching aircraft.

One difficulty in the system was the lack of a data link in the aircraft which could decode the computer's information and then convert it into signals that could be used by the pilot or the automatic pilot system.

The system was finally designed, but it was just too big. It weighed 234 pounds, and could only be installed in an F4 *Phantom* jet after a fuel cell had been removed. To fit into most naval aircraft, a compact unit weighing in the order of 10 to 12 pounds was needed.

The Navy went to private industry for the system. Industry's answer was a two-year development effort at an extremely high cost, before even a working model could be produced. This was not enough.

The job was contracted to the Naval Air Development Center, at Johnsville, Pa.

Six months later, and at one-fourth the price quoted by industry, the Navy engineers and scientists, using new techniques in microelectronics, had the system in the bag. Or, more appropriately, in the cigar box.

By combining integrated circuit and solid state technology, the Development Center's researchers had reduced the volume of the data link from 4.5 cubic feet to .1 cubic foot; the weight from 234 pounds to 11.8 pounds; and the power drain from 834 watts to 56 watts. Of course, drastically reduced capability compared to the 234-pound sub-system also helped considerably, although expansion capability is included.

As a result of this all-Navy development, steps are being taken which will some day put this invaluable mini-box into all Navy sea-based aircraft.

Flatley Award Winners

The carriers USS *Intrepid* (CVS 11), *Randolph* (CVS 15) and *Princeton* (LPH 5) have steamed off with honors in fiscal 1967's competition for the Flatley Memorial Award which each year recognizes superior performance in aviation safety.

VIGILANTES from Sanford Air Station in formation during training flight.

HOWITZER HELO HOP—A *Sea Stallion* helicopter gives a Marine 155-mm howitzer a lift from its field position to Quang Ngai logistic support area.

The three ships were respective winners in the categories CVA (attack), CVS (antisubmarine warfare) and LPH (amphibious assault).

Intrepid, normally assigned to the Atlantic Fleet, has been conducting operations off Vietnam. *Randolph* serves in the Atlantic, *Princeton* in the Pacific.

Runners-up in the Flatley competition were USS *Enterprise* (CVAN 65), Pacific Fleet; *Hornet* (CVS 12), Pacific Fleet; and *Guam* (LPH 9), Atlantic Fleet.

The Flatley award emphasizes care in aircraft ground handling, launching and recovery, and general accident prevention during carrier operations. It was noted that there were fewer carrier landing accidents during fiscal 1967 than during the previous year, despite continuing combat operations in Southeast Asia.

Putting on the Squeeze

You can repeatedly tell a man about the dangers of hypoxia (mental and physical deterioration caused by lack of oxygen at high altitudes) but he probably won't really get the idea until he experiences it himself. The Naval Aerospace Medical Institute at Pensacola thinks that seeing is believing.

When a naval aviation trainee has been at a simulated altitude of 30,000 feet for a few seconds, he begins to feel a little stupid. He tries to sign his name, but his hand wanders helplessly out of control, and the result is unintelligible scribbling.

He may be instructed to balance a small wooden box on his knees. In the top of the box are four slots; the trainee is supposed to separate a deck of cards, putting hearts in one slot, diamonds, clubs and spades in the others. He fails miserably.

After about a minute of this, he is helped into an oxygen mask. A few deep breaths of the pure oxygen, and he regains his mental alertness and coordination.

This is a typical test conducted in the 9-A-9 Altitude Training Rapid Decompression Chamber at the Institute.

The chamber, which can simulate altitudes up to 100,000 feet, is used to familiarize future aviators with oxygen equipment and the hazards of high altitude flight. Hypoxia is only one of the dangers.

A week later, our future aviator dons a full pressure suit in another section of the chamber.

Dressed in the gleaming pressure suit, only his face visible through the clear plastic shield of the helmet, he enters the pressure chamber. Beside him is a beaker of water.

An engineer operates the controls, and the altimeter needle begins to climb steadily . . . 40, 55, 60 thousand feet. Inside the chamber, the trainee watches a balloon hanging from the ceiling slowly swell as the altitude increases.

He focuses his attention on the beaker of water. Steam rolls from the beaker and bubbles appear as the water boils.

Now the student fully appreciates his pressure suit. He knows that without his suit his blood would boil like the water beside him, and his lungs would inflate like that balloon.

A moment later the pressure of the high altitude is gone. Another trainee replaces him in the chamber, and he's one step closer to becoming a naval aviator.

Bonnie Dick Comes Home

The scourge of the *Mig*-17 is back in town.

The Navy's number one *Mig*-killing aircraft carrier, USS *Bon Homme Richard* (CVA 31), has returned to San Diego after nearly eight months with the U. S. Seventh Fleet in WestPac.

It was the third South China Sea tour for *Bonnie Dick*. Operating primarily on Yankee Station in the Gulf of Tonkin, the 23-year old carrier compiled an impressive record while she was out West. Pilots from Carrier Air Wing 21 reported at least 14 *Mig*-17 kills, shooting down nine and another probable in aerial combat, destroying five on the ground, and damaging another 12.

The first two *Migs* were bagged during a strike on Kep Airfield, 35 miles north of Hanoi. Flying cover for the strike force, Lieutenant Commander M. O. Wright, in an F8 *Crusader* from Fighter Squadron 211, downed one *Mig* with an air-to-air missile.

Lieutenant Commander T. R. Swartz, flying an A4 *Skyhawk* of Attack Squadron 76, was making a rocket run on the Kep field when he was jumped by two *Migs*. According to LCDR Swartz, things got a little confused at this point, but he did manage to shoot down one of the attacking jets, using an air-to-ground rocket.

He thus reportedly became the first Navy pilot in the Vietnam conflict to shoot down a *Mig* with an A4 light attack aircraft.

While all this was taking place, the main strike force of A4 *Skyhawks* was unloading its bombs and rockets on Kep airfield. Pilots reported destroying five *Migs* parked on the field and seriously damaging several others.

Bonnie Dick's pilots had their greatest day about three weeks later when they shot down four *Mig*-17s in aerial combat. During a raid on the thermal power plant in Hanoi, VF-211 pilots Commander Paul H. Speer and Lieutenant (jg) Joseph M. Shea, Jr., and VF-24 pilots Lieutenant Commander Bobby C. Lee, and Lieutenant Phil R. Wood, all scored *Mig* kills. All four jets were shot down with air-to-air missiles.

In late July Air Wing 21 fighters scored their final tallies of the cruise when they knocked down three more *Migs* over the Ta Xa oil storage depot, 25 miles northeast of Hanoi. In the dogfight which ensued, combinations of 20-mm cannon fire and *Sidewinder* air-to-air missiles accounted for the kills.

Bagging two *Migs* for VF 24 were Commander Marion H. Isaacks and Lieutenant Commander Robert L. Kirkwood. Lieutenant Commander Ray G. Hubbard of VF 211 got the third.

Bon Homme Richard's pilots have reportedly made her the Navy's first "ace" carrier, and VF 211 the first "ace" squadron, of the Vietnam conflict.

During her Seventh Fleet deployment, *Bonnie Dick's* pilots flew a major strike on the average of one every other day, and often they flew as many as three strikes a day.

The carrier spent 112 days on the line, without missing a single day of operations.

They report destroying or damaging 71 ordnance, supply and petroleum storage areas, two airfields, 106 railroad cars, 88 trucks, 132 bridges, 697 water-borne logistic craft, four PT boats, 35 railroad yards, 34 SAM missile sites, four thermal power plants, 215 antiaircraft gun sites, and innumerable miles of railroad track and highways.

Now in her third war, the veteran carrier has once again proven that she can still carry her share of the load.

New Home for Bethesda's EMs

Enlisted bachelors at the National Naval Medical Center, Bethesda, Md., will have a new home next year. Wrecking crews recently began demolishing an old barracks to make room for new enlisted quarters accommodating the 360 men at Bethesda not attached to the Naval Hospital Command.

The new building will be arranged in 15 units, each of which will have six four-man rooms, head facilities and a lounge. The units will be connected by means of an exterior corridor. Central air-conditioning will protect the residents from Bethesda's hot, humid summers.

After the new construction has been completed, it is planned that the old but permanent building which now houses the Naval Hospital Command's bachelors will be modernized to raise it to the standards of the new enlisted quarters.

NUCLEAR FRIGATE—The United States' second nuclear powered guided missile frigate *USS Truxtun* is shown underway shortly after commissioning.

Service Force Expanded

Eleven shore commands have been added to the Service Force, U. S. Pacific Fleet, in an effort to consolidate the logistic support assets of the Pacific Fleet.

The annexed commands are the Naval Base at Subic Bay, Republic of the Philippines; Naval Stations at Subic Bay, Guam, San Diego, Long Beach, San Francisco, and Pearl Harbor; Naval Facility Chi Chi Jima; Fleet Activities Yokosuka and Sasebo, Japan; and Fleet Activities Ryukyus.

The new command arrangement brings a total of 31 shore support facilities under control of the Pacific Service Force. The Force also includes 115 logistic support ships of 23 different types, some 280 support craft, and the Naval Construction Battalions Pacific.

The addition of the shore commands means that about 3400 more military personnel have been added to the Service Force Pacific, making a total of more than 55,000 officers and men.

New Communications Command

A major reorganization of the Office of Naval Communications recently resulted in the establishment of the new Naval Communications Command.

The new organization now encompasses shore, or field, communications activities and provides for communications and cryptologic needs of ships, air and shore activities.

In other words, Naval Communications Command is concerned primarily with day-to-day operations of the Navy's worldwide communication and cryptologic facilities.

Overseeing the functions of the new command is an additional job of RADM R. H. Weeks, USN, the Assistant Chief of Naval Operations for Communications (ACNO (COMM)) who also is the Director of Naval Communications (DNC).

The establishment of Naval Communications Command was concurrent with the disestablishment of three primary facilities in the Washington, D. C., area. They were the Naval Communication System Headquarters at Bailey's Crossroads, Va., and the Naval Security Group Headquarters and the Naval Radio Frequency Spectrum Activity located at the U. S. Naval Security Station.

The functions of these commands are now being carried out by the Naval Communications Command, presently operating from separate offices in the D. C., area. Future plans call for all Naval Communications Command Washington units to be located in a single headquarters.

Meet Your New SecNav

The Navy has had a new civilian boss since 1 September. The Honorable Paul R. Ignatius came to the Navy's top job from the Department of Defense, where he had been Assistant Secretary of Defense (Installations and Logistics) since December 1964.

Mr. Ignatius was selected to become Secretary of the Navy following the tragic death in an aircraft accident of John T. McNaughton, who was to take over from the Honorable Paul H. Nitze.

The new SecNav was born in Los Angeles, Calif., on 11 Nov 1920. A graduate of the University of Southern California, he served as a lieutenant in the U. S. Naval Reserve during World War II. His principal wartime job was aviation ordnance officer in the escort aircraft carrier USS *Manila Bay* (CVE 61), in the Pacific.

Mr. Ignatius received a master's degree in business administration from Harvard University in 1947, and stayed at Harvard for the next three years as research assistant and instructor in business administration.

In 1950, with two of his associates, he formed a management consulting and research firm. During the next 11 years, his efforts were devoted to consulting and research in military supply and procurement.

He was Assistant Secretary of the Army (Installations and Logistics) from May 1961 until February 1964, when he became Under Secretary of the Army. He was appointed Assistant SecDef for installations and logistics on 12 Dec 1964.

Mr. Ignatius and his wife, the former Nancy Sharpless Weiser, of Holyoke, Mass., have four children.

NEW SECNAV—Mr. Paul R. Ignatius is sworn in as the Secretary of the Navy at the Pentagon by Secretary of Defense Robert McNamara.

Maury Oceanographic Center

A number of separate Navy activities dealing with related aspects of oceanography have been consolidated to form the Maury Center for Ocean Science, at the Naval Research Laboratory in Washington, D. C.

The Maury Center will be under the jurisdiction of the Assistant Oceanographer of the Navy for Ocean Science.

The nucleus of the Center, which is primarily a coordinating facility, will be formed by four groups now at the Naval Research Lab:

- Ocean Science and Technology Group, Office of Naval Research.
- Elements of the Ocean Science and Engineering Division, Naval Research Lab.
- Research and Development Department, Naval Oceanographic Office.
- Undersea Surveillance Oceanographic Center, Naval Oceanographic Office.

The Center is named for Commander Matthew Fontaine Maury, pioneer Navy oceanographer. His book, *Physical Geography of the Sea*, published in 1855, was the first textbook of modern oceanography.

Marjorie Sterrett Winners

The Marjorie Sterrett Battleship Fund Award went this year to two of the Navy's amphibious ships. USS *Shadwell* (LSD 15) was the winner in the Atlantic Fleet and *St Francis River* (LSMR 525) took the honor for the Pacific Fleet.

Each fiscal year the Chief of Naval Operations selects and announces the type from which ships will be nominated to receive this award. The appropriate type commander of each fleet then advises the CNO of the individual ship winning the award on the basis of intratype competition.

The Marjorie Sterrett Fund was established in 1917 by a newspaper which received one dime from Morjorie Sterrett, then 13 years old, as her contribution toward the purchase of a battleship.

The income from this fund is awarded annually to winners in each fleet with the stipulation that it will be placed in the ship's recreation fund and used for the benefit of enlisted men only.

Arleigh Burke Award

The Arleigh Burke Fleet Trophy was awarded this year to USS *Shangri-La* (CVA 38) which was the Atlantic Fleet winner, and to USS *Ashtabula* (AO 51) which won the honor for the Pacific Fleet.

The Arleigh Burke Trophy was established in 1961 and is presented annually to that ship or aircraft squadron of each fleet which is selected by its commander in chief for having achieved the greatest improvement in battle efficiency during the preceding competitive year.

It Was a Fuel Day for Some

Transferring fuel from one aircraft to another while both planes are airborne is routine but tricky military procedure. If it involves an aircraft that's so low on fuel a flame-out and crash could be only minutes away, the situation can become a matter of life or death.

Six such emergencies involving Navy aircraft flying strike and support missions in Vietnam cropped up within minutes of each other. Emergency refueling for all six planes was handled by one fast-acting Air Force KC-135 *Stratotanker*.

The *Stratotanker* was routinely refueling two Air Force F-104s over the Gulf of Tonkin when it was notified that two Navy A-3 *Skywarrior* tankers from the carrier USS *Hancock* (CVA 19) were low on fuel and needed emergency refueling. The *Stratotanker* headed for a rendezvous while the F-104s provided fighter cover.

After meeting with the A-3s, the Air Force tanker quickly transferred a token amount of fuel to one of the *Skywarriors*, thereby preventing a flame-out. (The A-3 had only three minutes of usable fuel remaining. Ironically, it carried 4000 pounds of fuel which could be transferred to another aircraft, but which the pilot could not use himself.)

While the second A-3 was taking on fuel, the *Stratotanker* received a second emergency call—this time from two Navy F-8 *Crusaders* off the carrier USS *Bon Homme Richard* (CVA 31).

One of the F-8s had only 300 pounds of fuel remaining — not enough to wait for the Navy tanker then being refueled to break away. The solution: Ease the F-8 in behind the A-3 for hookup onto the Navy tanker. There would then be three planes flying connected in a single line. It worked perfectly.

At the same time, the second F-8 received a portion of fuel from the other A-3.

In the midst of this complicated fuel transition, the *Stratotanker* received a third distress call, this time from two F-4 *Phantoms*. By now, the KC-135 crew was thinking that inflight refueling is a routine emergency, and after rendezvousing with the F-4s skillfully handled it as such.

However, now low on fuel itself, the Air Force tanker could not reach its initial destination. Rather than call for a tanker to refuel a tanker, the plane touched down at an alternate base in South Vietnam.

The nine aircraft involved—the KC-135, two F-104s, and Navy A-3s, F-8s and F-4s—all landed safely.

Hospital for Jets

There is a building at the U. S. Naval Air Station Oceana, Virginia Beach, Va., which might be called a hospital for ailing jet engines.

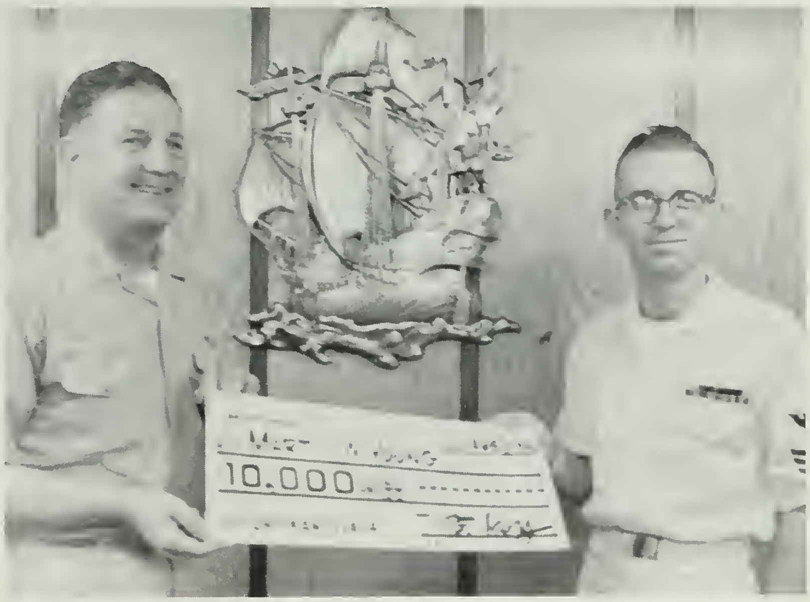
The structure is well equipped for the job done within its thick concrete walls. Interior temperature and humidity are rigidly controlled and the air is kept free of dust. Roof ducts in the building's test cell supply air for jet operations and an elaborate system cools and purifies the superheated exhaust from the engines before discharging it into the outside atmosphere.

The Navymen who work within this specialized building are themselves well equipped specialists. More than 25 squadrons send their jet engines for repair to Oceana's Aircraft Maintenance Department. The department is divided into crews, each of which specializes on a particular type of jet engine.

As might be expected, Oceana's repair, maintenance and testing procedures are thorough and all potential trouble spots are checked out. According to local statistics, the quality and quantity of work done by Oceana's Power Plant Division are consistently above Navy requirements.

Motion sensors are placed on the jet engines to detect vibrations and both human and electronic eyes search out malfunctions. For the more complicated power plants, hundreds of manhours are necessary to repair some of the jet engines.

Despite the technical nature of the work and the long hours required, however, Oceana crews turn out a steady flow of jet engines ready for whatever use the Navy requires of them, including Vietnam combat.



LARGE CHECK—ET1 Martin Young gets symbolic reenlistment bonus check from CAPT. B. D. Holder aboard *Oriskany*.—Photo by C. Vesper, PH3, USN.

Good Shipping-Over Talk

As USS *Oriskany* (CVA 34) steamed along the coast of Vietnam, Martin Young, ET1, USN, an eight-year Navy veteran, signed his name and thereby made a cool, tax-free $10,000.

The money represented a reenlistment bonus and the signature Young so profitably wrote went on a reenlistment contract. The bonus was computed by multiplying Young's basic pay by six (the number of years for which he reenlisted) and multiplying the result by four (the multiple assigned to his critical rating). The fact that the swearing-in ceremony occurred in a combat zone also helped.

Young, who had once been employed as a missile technician by a leading aircraft company, took a hard look at the benefits he would receive in civilian employment and those offered by the Navy. His mind was made up when he combined his proficiency, combat and sea pay to his BAQ and basic pay then, added the $10,000 reenlistment bonus.

The result was so impressive that it almost overshadowed other benefits such as free medical care for himself and his family, early retirement and other privileges.

To top off his good fortune, Young planned to deposit $8000 in the Navy Savings Deposit Program which pays 10 per cent interest and thereby add $800 a year to his bonanza for as long as he remains overseas.

—R. Guerra, JOSN, USN.

NUC for *Tico*

The carrier USS *Ticonderoga* (CVA 14) has been awarded the Navy Unit Commendation for service with the Seventh Fleet in WestPac.

The citation accompanying the NUC commended *Ticonderoga* and Carrier Air Wing 19 for highly effective combat operations against heavily defended targets in North Vietnam.

Tico has been awarded the NUC once before as a unit of Task Group 77.5.

SERVICESCOPE

Brief news items about other branches of the armed services.

HELPING OUT—Army CH-47 *Chinook* helicopter puts power to use by unloading heavy equipment from a truck.

A NEW PORTABLE RADAR has been developed by the Air Force. Designed for use at forward air control posts, the equipment can be set up or packed away in less than 20 minutes.

The TPS-44, as it is called, will be used during tactical aerospace operations. It can be carried aboard a truck, a helicopter, a cargo plane, or pulled on wheeled trailers.

It was developed by the Air Force Systems Command. Unlike other types of transportable radar installations, the TPS-44 does not need to be dismantled during severe weather conditions—it can simply be folded. This will increase its value in fast-changing weather areas such as Southeast Asia.

The Air Force plans to order 26 sets.

Each complete set comes in three main packages: an equipment shelter, a power pallet and an antenna pallet. The equipment shelter contains radar display scopes, transmitter, receiver and other electronic equipment. It is air-conditioned, so may operate efficiently regardless of outside temperature.

The power unit consists of two gas turbine generators. The third unit holds the antenna, antenna pedestal, collapsible tower support stand and stabilization equipment.

★ ★ ★

AN AIRCRAFT PROTOTYPE manufactured for the Army was unveiled recently. It is the AH-56A *Cheyenne*—a winged, rotor-bladed, armed combat plane which can take off and land vertically, yet fly forward with the speed, ease and maneuverability of a fixed-wing plane.

The *Cheyenne* has a cruising speed of 240 miles per hour. An XH51A (an earlier development) has been flown at 272 mph—approximately twice as fast as combat helicopters now in Vietnam.

The AH-56A was conceived and designed exclusively as a weapons system. It will escort troop-carrying helicopters in air mobile operations and provide suppressive fire in combat landing zones.

The aircraft's armament is formidable. It can carry wire-guided antitank missiles, rockets, a grenade launcher and a belly machine gun which affords the gunner a 360-degree field of fire.

The aircraft is capable of operating close to the ground—hugging gullies and canyons to avoid visual or radar detection. It is designed to climb 3420 feet per minute and make a complete turn in a radius far less than Army combat helicopters now in use. The *Cheyenne* can also take off and land from small and unimproved sites in the forward battle area. It is designed for a 2900-mile range.

The *Cheyenne's* stability is achieved through a system in which the rotor blades are fixed rigidly to the mast instead of being hinged or teetered as they are on most helicopters. Its main rotor blades have a diameter of 50 feet and the fixed wing has a 27-foot span.

A combination of a thrusting propeller on the tail and a tail rotor gives the AH-56A its continuous forward propulsion and directional control. An auxiliary jet engine gives the plane its speed.

PART OF ARMY'S NAVY—Pushed by small power boat, raft made from Army bridge floats carries .50-caliber machine gunners on patrol in Iron Triangle. *Rt:* A landing craft was converted by the Army to a floating artillery base.

WELCOME SIGHT—An Air Force helicopter kicks up water as it hovers to rescue downed pilot near Vietnam.

FIVE MORE Coast Guard Cutters are on duty in Vietnam. Until recently they were performing weather and search and rescue patrols on the east and west coasts, but were called to the South Pacific to make up Coast Guard Squadron Three.

All five of the ships are former Navy seaplane tenders. Three are homeported on the East Coast, one on the West Coast, and one in Hawaii.

The ships are CGC *Barataria* (WHEC 381), CGC *Half Moon* (WHEC 378), CGC *Yakutat* (WHEC 380), CGC *Gresham* (WHEC 387) and CGC *Bering Strait* (WHEC 382).

★ ★ ★

FIFTEEN CAMPAIGN streamers and seven unit citations flutter from the pennant of the Third Aerospace Rescue and Recovery Group at Tan Son Nhut Air Base in South Vietnam. The latest addition was a Presidential Unit Citation which was awarded at the White House last March.

During the Korean conflict, the group received three Distinguished Unit Citations, the Philippine Presidential Unit Citation and two Republic of Korea Presidential Unit Citations. It was credited with rescuing 996 United Nations men from behind enemy lines.

In Southeast Asia, the group was credited with 651 combat rescues between 1 Dec 1964 and 25 Apr 1967. Three hundred and eighteen of these were aircrew members.

Individually, the men of the Third have won more than 1800 awards. Three have won the Air Force Cross. One of these was awarded posthumously.

Other awards and decorations won by members of the unit include 64 Silver Stars, three Legions of Merit, 251 Distinguished Flying Crosses, 18 Airman's Medals, 24 Bronze Stars, 1330 Air Medals, 25 Purple Hearts and 117 Air Force Commendation Medals.

The Third Aerospace Rescue and Recovery Group is composed of three squadrons. Its men fly HC-130H *Hercules* and HU-16 *Albatross* fixed wing aircraft as well as HH-43F and HH-3E helicopters. The group was first activated during World War II.

RADAR CONTROL of B-66 *Destroyer* (center) is used by Air Force *Thunderchiefs* for bombing through clouds.

ARMY HISTORIANS are collecting material for an official Army history of the Vietnam conflict. When published, the documents and commentary are expected to run to at least 10 volumes.

The series of books will tell the story of the war as officially recorded by the Department of the Army. It will include details of combat and advisory activities as well as administration, logistics, engineering and medical roles.

At present 19 military history detachments, each composed of one officer and one enlisted man, are already in the field. The teams serve at Army headquarters in Saigon and with each field force, division, separate brigade and support command.

ATTLEBORO AIRLIFT—Dust never settled on Dau Tieng airstrip as C-123 *Provider* crews airlifted troops and supplies into Tay Ninh Province for Operation Attleboro.

THE BULLETIN BOARD

Age Categories Listed for Retention of Enlisted Personnel

No matter how long you may like the Navy way of life, there comes a time at which it must come to an end.

The maximum age limit at which enlisted personnel may reenlist, extend their enlistment or agree to remain on active duty is the subject of BuPers Inst 1133.20.

The age limitations affect both active duty and inactive duty enlisted men, including those Reservists being considered for recall on a temporary active duty basis.

In other words, you will need the specific approval of the Chief of Naval Personnel to remain on active duty if you will not have completed sufficient service creditable for transfer to the Fleet Reserve before your 52nd birthday, or enough service for 30-year retirement before your 63rd birthday.

Four age categories are defined by the Instruction, with action to be taken in regard to each:

Category A: Individuals who will not complete sufficient service creditable for transfer to the Fleet Reserve before reaching their 52nd birthday:

- May not be enlisted, reenlisted, extended or agree to remain on active duty without the specific approval of the Chief of Naval Personnel. The only exception to this ruling is found in Category B.

Category B: Individuals approaching, attaining, or who have exceeded 52 years of age and who have 16 years or more years of service toward transfer to the Fleet Reserve upon expiration of their current enlistment, extension or enlistment of active duty agreement:

- May reenlist, extend or agree to remain on active duty in accordance with present reenlistment provisions. Those provisions are contained in *BuPers Manual* under Articles C-1403, C-1407 and C-1407A, as appropriate.

However, an individual may not acquire active service beyond his 63rd birthday unless he will not be eligible for transfer to the Fleet Reserve until after that date.

If this be the case, then the individual's command should limit the terms of obligated service so that they expire upon completion of sufficient service for transfer to the Fleet Reserve. In addition, individuals who fall into this latter category should submit to BuPers NavPers Form 630 requesting the earliest date eligible for transfer to the Fleet Reserve, in accordance with *BuPers Manual*, Article C-13402.

Category C: Individuals not yet 62 years of age who require active obligated service beyond that age to qualify for retirement at 30 years' service:

- May not reenlist, extend or agree to remain on active duty without prior approval of the Chief of Naval Personnel (except as provided in Category D).

Category D: Individuals approaching, attaining or exceeding 62 years of age who have 28 years' service for retirement upon the expiration of their present enlistment, extension or enlistment or active duty agreement:

- May reenlist, extend or agree to remain on active duty for the period of time necessary to complete 30 years' service.

Here, again, individuals should be familiar with the provisions of Chapter 19 of the *Enlisted Transfer Manual* (choice of duty for the last two years of a 30-year career), and must submit their requests for retirement in accordance with the procedures outlined in Category B above.

Requests for continuation on active duty beyond that necessary to complete 30 years' service will not be approved.

Requests for continuation on active duty of individuals falling within Categories A and C must be submitted to the Chief of Naval Personnel on Enlisted Transfer and Special Duty Request Form NavPers 1306/7 (3-67) (old NavPers 1339) and should specify the length of additional obligated service being sought.

Before submitting such requests, however, individuals must complete a physical examination to determine their fitness for assignment to sea duty, and have their commanding officer's comment and recommendations concerning the reenlistment attached to the request.

A special Bureau board will review all requests and make decisions dependent upon each individual's performance, qualifications and the needs and best interest of the Navy. All individuals will be notified of the outcome.

The age limit ruling will not apply during the span of any involuntary recall as a result of either full or partial mobilization.

All-Navy Cartoon Contest
Joseph P. Fitzgerald, RM1, USN

"OK, now step up to the window and state your size . . . large, extra large, or huge."

Watch That Deadline On Last-Minute Reenlistment

A recent change to the *Recruiting Manual* carries with it an implied warning to those taking advantage of the three-month "period of grace" between separation and reenlistment—don't wait until the last minute to drop in on your friendly recruiter.

As you know, it is legal for you to be separated when your obligated active service has expired, then reenlist up to 3 calendar months later and still be considered to have continuous service. However, one point that must not be overlooked is the fact that each reenlistee must undergo a reenlistment physical examination. There is also certain other processing that must be completed.

Up to now, you could breeze into the recruiting station on the last day of the three-month period and be reenlisted in a hurry so that you could keep your continuous service.

Under such conditions, reenlistment physicals and other processing have been done "after the fact." No more.

In the latest change to the *Recruiting Manual*, Article B-21801.2 now states that an applicant for reenlistment who does not allow sufficient time for the completion of processing before his three months will expire will be reenlisted under broken service conditions.

It may be possible, however, for a Navyman reenlisted under these conditions to have his continuous service later reinstated by the Board for Correction of Naval Records—but it is not guaranteed.

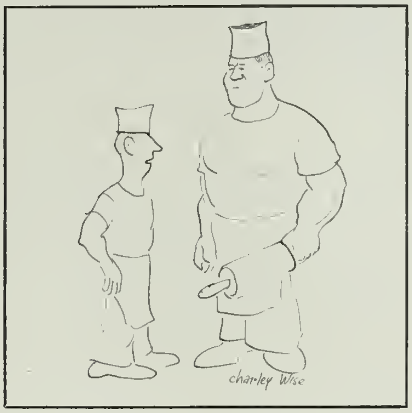
Revised NECs Will Include Internal Security Changes

A revised *Manual of Navy Enlisted Classifications* (NavPers 15105N) scheduled for distribution to the Fleet next February will include among the changes new special series NECs to identify internal security force personnel — including sentry dog handlers.

As announced in BuPers Notice 1221 of 21 July, three security force NECs became effective on 1 August. Here's a summary:

- NEC 9541 Sentry Dog Handler calls for those so designated to perform "specialized duties in internal security operations at installations and facilities utilizing the sentry dog." In general, the dog handler is a security specialist who works with, trains and cares for his sentry dog.
- NEC 9542 Sentry Dog Handler Supervisor oversees the training and use of sentry dog teams.
- NEC 9545 Security Guard is a specialist with training in internal security, counterinsurgency, country orientation, weapons, survival, evasion, resistance to interrogation and escape. He performs "specialized duties in internal security operations."

All-Navy Cartoon Contest
Charley Wise, HMCS, USN



"No one seems to complain about our meals since you came aboard."

The new *Manual* will also contain changes to old NECs, as follows:

SHC-3160—Change to SHR-3160

FT-1155—Add FT-1139 to component NECs

FT-1157—Add FT-1139 to component NECs

FT-1158—Add FT-1139 to component NECs

FT-1159—Add FT-1139 to component NECs

AC-6912 — Delete "component NEC: AC-6922"

AC-6913 — Delete "component NEC: AC-6922"

AQ-7962—Add AT to Source Ratings

AQ-7963—Add AT to Source Ratings

AQ-7972—Add AT to Source Ratings

8382—Change AG to AE in Source Ratings

Future input into NEC AZ-6313 (3M System Data Analyst) will be limited to personnel in the AZ rating. Others will be phased out of the NEC, but are being offered the option of converting to AZ.

WHAT'S IN A NAME

Northern Lights

A Navy experimental satellite has sent back information which may help geophysicists unravel the secrets of the northern lights.

Among those men engaged in breaking down the auroral myths is Dr. Alfred Zmuda, a geophysicist who works with the Johns Hopkins University's Applied Physics Laboratory. Using information received from a Navy satellite, as well as data from other sources, Dr. Zmuda has made several discoveries.

It has been found, for instance, that some magnetic disturbances are caused by electric currents flowing down the force lines of the earth's geomagnetic field which intersect the earth's surface in the northern auroral region.

These magnetic disturbances might very well relate directly to the celestial fireworks. Dr. Zmuda suspects that these magnetic lines of force may mark the boundary of the Van Allen trapping region.

He also seeks to learn how consistent and widespread these magnetic disturbances are in the area between the earth's surface and satellite altitudes. He hopes to discover whether the auroral magnetic disturbances observed from the earth are directly related to those observed from satellites. Eventually the forces which trigger the northern lights may be pinpointed and explained.

The most impressive examples of the lights are the Aurora Borealis in the northern hemisphere and the Aurora Australis in the southern. They are usually sighted near the poles, and take the shapes of rays, arcs, drapes, bands and even clouds.

Arctic travelers have brought back stories of ghostly whispers in the sky. Dr. Zmuda won't vouch for the ghost aspect, but he admits to the noises. Whispers, swishes and other sounds are caused by pressure waves, which are often related to the lights.

Until about a decade ago, knowledge of the lights had to depend upon conjecture and extrapolation of terrestrial data. Now that satellites can make direct observations the northern lights are likely to lose their mystery—though not their beauty.

New Pro Pay Eligibility List Means Good News For Many Men in Many Ratings

Good financial news for many Navymen in technical ratings has been issued in the form of revised listings to basic proficiency pay directives.

Additional Navy Enlisted Classification rating codes are now eligible for the special pay, and several NEC codes already on specialty pay listings have moved to higher award levels.

Twenty-six general and service ratings are involved. All personnel in 10 of the ratings are generally eligible for the extra money. One of the ratings in this category—avionics technician (AV)—is listed for both P-1 $50 and P-2 $75. The lesser award applies to the AV rating in general, while P-2 money goes to former AX personnel (aviation ASW technician) who advanced to AV.

Others with "rating-wide" awards are: P-1 $50—AQ, AT, FT, GMT, MT and ST. P-2 $75—AX, DS and ET.

Other Navymen are eligible for the special pay in varying amounts based on NEC codes. Effective 1 Jul 1967, those qualified with the classification codes and corresponding ratings listed below may draw pro pay:

All-Navy Cartoon Contest
Charley Wise, HMCS, USN

"He wants to know our area code."

Superior Performance—Awards of $30 per month are authorized for individuals filling designated billets as recruit canvassers in the Navy Recruiting Service and Recruit Company Commanders filling BuPers controlled "I" billets at Recruit Training Commands, San Diego, Great Lakes, and Bainbridge, who are directly connected with instructing or supervising recruits. In addition, instructors serving in 9505 billets are eligible for P-1 (SP $30).

NESEP, Integration—Authority for personnel in the NESEP or Integration programs to receive proficiency pay has been canceled, effective 30 June.

Details on pro pay are contained in the basic directive, BuPers Inst. 1430.12F. Periodic change transmittals which revise eligibility listings include Change 9, dated 19 Jul 1967, and BuPers Notice 1430 (AlNav 47) of 15 Aug 1967.

- **E-8 AND E-9 SELECTEES**—Chief petty officers selected for appointment to pay grade E-8 or E-9 as a result of the May 1967 examinations, must declare their intent of accepting or declining the advancement no later than 15 Jan 1968.

This requirement was specified earlier this summer in BuPers Notice 1418 of 7 Jul 1967. According to the directive senior and master selectees are required henceforth to inform their commands of their intent to accept such appointments no later than 15 January of the advancement cycle in which they are selected. Commands, in turn, will notify BuPers of all declinations. This will enable the Bureau to consider alternate selectees for advancement to fill vacancies.

Normally an advancement cycle covers a 10-month period during which appointments are made at six

P-1 $50

NEC Code	Eligible Ratings
031X (less 0312)	RD
0333	RD
0718	TM
2314	RM, CT
233X	RM
234X	CT, RM
239X (less 2395)	RM
4722	IC, EM
4724	IC

P-2 $75

NEC Code	Eligible Ratings
0319	RD
0423	ST
0426	ST
047X	ST
048X	ST
049X	ST
0721	TM
0745	TM
0746	TM
0747	TM
0748	TM
0749	TM
0873	GM
0891	GM
098X	GM
099X	GM
111X (less 1114 and 1117)	FT
1126	FT
1128	FT
1135	FT
1137	FT
1139	FT
1143	FT
1144	FT
116X	FT
117X	FT
118X	FT
119X	FT
1539	ET, RM, CT
154X	ET, RM, CT, AT
2315	RM, CT
2401	CT
2403	CT
2405	CT
2406	CT
272X	DP
277X	DP
334X	TM
3371/3391*	CE, CM, EO, HM, SW, UT
4356	EN, MM
4737	IC
794X	AQ
796X	AQ, AT
7971	AQ, AT
7972	AQ, AT

P-3 $100

NEC Code	Eligible Ratings
0417	ST
0418	ST
0419	ST
0427	ST
048X (less 0484, 0487, 0488 and 0489)	ST
049X (less 0494, 0495, 0496 and 0497)	ST
0719	TM, MT
115X	FT
1173	FT
1193	FT
1317	MT, ET, FT, IC
16XX	DS
330X	FT
331X	MT
332X	ET
333X	ET
335X (less 3359)	EN, EM, ET, IC, MM
338X (less 3389)	BT, EM, EN, ET, IC, MM
7961	AQ

* Effective 1 July, NEC 3371 has been redesignated 3391. NEC 3371 billets will also be redesignated. During interim, NEC 3391 personnel filling 3371 billets are authorized awards.

increment intervals. Dates for advancements for each increment and limiting dates for effecting advancements are:

Increment	Advancement Date	Limiting Date
1st	16 November	15 January
2nd	16 January	15 February
3rd	16 March	15 April
4th	16 May	15 June
5th	16 July	15 August
6th	16 September	15 August

Retention Opportunities Offered Certain Officers In Grade of LT thru CDR

Certain Navy officers, scheduled for release, reversion, retirement or discharge from the Navy in fiscal year 1968 may have opportunities for retention on active duty.

They are outlined in BuPers Notice 1920 of 24 Aug 67 and pertain to Regular, Reserve and temporary officers ranging in grade from lieutenant through commander. (This directive applies to male officer personnel only.)

Certain requirements must be met by those officers wishing to extend under provisions of the notice. Here they are:

Reserves

Reserve CDRs and LCDRs, including TARs, who as of 30 Jun 1968, are eligible for retirement, may be retained on active duty until 30 Jun 1969 unless they:

- Request voluntary release from duty or request retirement.
- Are notified by the Chief of Naval Personnel that either the termination of their active duty is required by law or that their services on active duty are no longer required. Notification by CNP will be made not later than four months in advance of the officers' scheduled release or retirement.

Reserve CDRs and LCDRs in all categories (except LCDR, Chaplain Corps) not eligible for retirement as of 30 Jun 1968, but who have been twice failed of selection, may expect to remain on active duty, providing they maintain high standards of performance and do not receive notice from CNP that their active duty is to be terminated.

Chaplain Corps LCDRs who are twice failed of selection for promotion to CDR, and who have not completed at least 18 years' total active service, will be released to inactive duty unless recommended by the Chief of Chaplains and approved by CNP for retention on active duty on a year-to-year basis.

TARs

Continuation of active duty beyond retirement eligibility for TAR officers is determined by CNP upon recommendations received from the annual TAR Continuation Board. This board recommends those TAR officers in all grades qualified for further active duty. TAR officers who do not receive extension recommendations from the board will be considered for extension of active duty under the provisions listed above for Reserve CDRs and LCDRs.

Temporary Officers

Temporary officers in the grade of CDR or LCDR who, as of 30 Jun 68 have failed two or more times for promotion will be retained on active duty until 30 Jun 1969 unless they:

- Request voluntary retirement.
- Are notified by CNP that termination of their active duty is required by law.
- Are notified by CNP that they are nearing the completion of 30 years' active naval service.

Regular Officers

Lieutenant Commanders of the Regular Navy, who are twice failed of selection for promotion, and face mandatory retirement as of 30 Jun 1968, will be offered the opportunity to remain on active duty in a retired status until 30 Jun 1970. Those selected to remain will be notified no later than four months before their scheduled retirement date.

Regular Navy lieutenants except LDO (T), twice failed of selection for promotion, who are subject to mandatory honorable discharge as of 30 Jun 1968, will be selectively offered commissions in the Naval Reserve and retained on active duty as Reserve officers.

Reserve lieutenants scheduled for involuntary release from active duty as of 30 Jun 1968, pursuant to having twice failed of selection to the grade of LCDR, will be selectively offered retention on active duty.

Temporary lieutenants twice failed in their selection for promotion, who are scheduled for reversion as of 30 Jun 1968, will be selectively offered retention on active duty.

All lieutenants will be notified whether or not they are selected for retention as soon as possible, but not later than four months in advance of their scheduled separation date.

BuPers Notice 1920 does not apply to LDO (T) lieutenants who are twice failed of selection. BuPers Notice 1800 of 1 May 1967 contains information of interest to these officers.

All-Navy Cartoon Contest
William R. Maul, CTC, USN

"Home! Back to civilization after three years on a raft . . . and they act like they don't even see us!"

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnovs, BuPers Instructions and BuPers Notices that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnovs, Instructions and Notices for complete details before taking action.

Alnovs apply to all Navy and Marine Corps commands; BuPers Instructions and Notices apply to all ships and stations.

Note: This listing covers a period of two and one-half months.

Alnavs

No. 35—Discussed steps expected to be taken by the Post Office Department in regard to the transportation of mail in connection with the July railroad strike.

No. 36—Announced the death of Secretary of the Navy designate, John T. McNaughton.

No. 37—Discussed budget activity and details of the subhead structure in connection with the 1968 appropriation.

No. 38—Announced approval by the Secretary of the Navy for the President of a report of a promotion board which recommended women officers of the U. S. Marine Corps for temporary promotion to the grade of captain.

No. 40—Announced that the Honorable Charles F. Baird had assumed the duties of Under Secretary of the Navy and that he would also act as Secretary of the Navy until a successor to Secretary Nitze was appointed and took office.

No. 39—Announced approval by the President of Marine Corps officers for temporary promotion to the grade of major general.

No. 41—Announced approval by the Secretary of the Navy for the President the report of a selection board which recommended line officers for temporary promotion to the grade of captain.

No. 42—Directed action to be taken regarding the use of naval personnel, equipment and facilities in connection with civil disorders or related disturbances.

No. 43—Announced that previously imposed travel restrictions to Algeria, Libya, Palestine and Sudan were lifted. Travel restrictions remain in connection with United Arab Republic, Jordan, Syria, Yemen, Aden Protectorate and Iraq. In these instances, military travel is limited to essential personnel and dependent travel is not authorized.

No. 44—Announced approval of the Secretary of the Navy for the President of the report of the selection board which recommended U. S. Marine Corps officers for temporary promotion to the grade of captain.

No. 45—Announced approval by the President of Marine Corps officers for temporary promotion to the grade of brigadier general.

No. 46—Required the suspension from issue and use of certain anesthesia apparatus.

No. 47—Revised the list of ratings and service rating NEC codes eligible for proficiency pay.

No. 48—Required that all naval and Marine Corps activities forward each month to the National Urban League certain information concerning members about to be separated.

No. 49—Announced that travel restrictions previously imposed on Jordan are lifted. Travel restrictions remain in effect for United Arab Republic, Syria, Yemen, Aden Protectorate and Iraq.

No. 50—Announced approval by the President of Marine Corps officers for temporary promotion to the grade of colonel.

Instructions

No. 1050.10—Announces policy concerning 96-hour liberty.

All-Navy Cartoon Contest
Joseph P. Fitzgerald, RM1, USN

"Here, Boots. You spilled your coffee."

No. 1133.20 — Announces the maximum age limitations for the reenlistment, extension of enlistment or agreement to remain on active duty for enlisted personnel.

No. 1300.39—Establishes procedures regarding the reassignment of naval personnel who have been twice or three times wounded in Vietnam or adjacent waters.

No. 1301.34C—Defines the items on the Officer Data Card (NavPers 1301/6) and provides instructions for verification of the card.

No. 1750.5D—Discusses regulations governing the issuance of the Uniformed Services Identification and Privilege Card, DD form 1173.

No. 2340.1B—Provides a list of authorized abbreviations for use in naval messages.

Notices

No. 1306 (18 July)—Solicited enlisted volunteers for general duty in Vietnam or on non-rotated ships in the vicinity of Vietnam.

No. 5512 (31 July)—Amended the instructions governing the issuance of DD Form 2N (Retired) to members who are entitled to retired pay, and announced the availability of the revised Application for Armed Forces Identification Card (NavPers 5512/1 (7-67), formerly NavPers 2721.

No. 1418 (15 August)—Announced changes in the administration of Navy-wide advancement and E-4/E-5 military/leadership examinations.

No. 1571 (17 August)—Required that all naval personnel returning to civilian life execute the Reemployment Rights Data Form (OVRR2) whether or not he left civilian employment at the time he entered the service.

No. 1560 (18 August)—Announced details of the White House Fellows program.

No. 1920 (24 August)—Provided opportunity for further voluntary duty for officers in certain categories.

No. 1560 (22 August)—Emphasized that the purpose of the Voluntary Educational Services program is to raise the educational level of all active duty personnel.

No. 1531 (22 August)—Announced the names of those enlisted personnel selected by the Naval

All Hands Would Like to Tell Your Story

From time to time ALL HANDS receives letters to say that it is covering some ships, or activities or areas more than others—which are doing just as fine a job in the Fleet.

"What about us—our ship—our unit?" the letters say.

The publication of articles about ships or stations or personnel other than your own is for one basic reason: They submitted an interesting article—and you did not.

ALL HANDS Magazine wants to know about your ship, your command, and about you, if you have an interesting story to tell.

All Navymen—not only journalists, photographers and public information officers—are encouraged to submit to ALL HANDS material which they consider interesting to the rest of the Fleet. All material is carefully considered for publication.

Here are a few suggestions and pointers that may help you get started in the right direction:

What you consider a routine day-to-day job of the men in your ship or unit is probably the story that others in the Fleet will find most interesting. Remember, it's only the man on the scene—in a fast carrier—on a tugboat—or in the amphibious forces—or the Seabees—who knows well what's going on in *his* outfit. To other Navymen this is news, and this is the only way the rest of us can get to see how all the different parts go to make up the world's greatest Navy. *There's a good story in the job you do.*

Articles about new types of unclassified equipment, unclassified research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours—in hobby shops, daily shipboard activities, sports and recreation, training—and humorous and interesting feature subjects—are all of interest to our readers.

Photographs which illustrate the above subjects are very important to the articles—and desirable, if you have them. (However, *don't* hold back a good story because you don't have photographs.)

Clear, well-identified, 8-by-10 (if possible) glossy prints, properly released by cognizant activities, add immeasurably to the value of your written material. All persons in the photographs should be identified by full name and rate or rank (whenever possible). Location and general descriptive information should also be included in the cutline along with the name of the photographer.

Don't send pictures of teams or large groups who are mugging the camera—action pictures are preferred. Also make sure all personnel are in proper uniform and not in slovenly poses. Hats should be squared, pockets empty (no cigarettes or pencils), sleeves rolled down, and men not obviously in need of haircuts.

Photographs of such routine ceremonies as a new CPO eating his first meal in the CPO mess, or a blood donor lying on a cot are of little value to us. Here again, ALL HANDS receives hundreds of photos like these, and they all show almost the same thing.

ALL HANDS does *not* use poems (except New Year's logs and a few rare exceptions), songs, stories on change of command, or the editorial-type of articles.

Written material should be typed, double-spaced on one side of the paper, with the writer's name and rate or rank shown some place on the copy. If the material is being sent exclusively to ALL HANDS Magazine, please say so.

Photographs should be mailed flat with stiff cardboard reinforcement. Do not write on the back of the photos with a sharp pencil or pen, and do not staple or pin material to the photos. Do not send negatives.

Photographs should be officially released photos and should be stamped "released" on the back. The caption identifying the photo should include the name and location of the activity sending the pictures.

If your article is timed for a certain date or event, it must be in the hands of the editor at least six weeks and preferably nine weeks ahead of publication. Thus, 15 January is *our* final deadline for the March issue, and *your material* should arrive at least two or three weeks before that, if at all possible. Sometimes extensive research is necessary, or rewriting or clearance may hold up material for some time *after* it reaches ALL HANDS; therefore, *submit your material early.*

Address material as follows:

Editor, ALL HANDS, Pers G15, Bureau of Naval Personnel, Navy Department, Washington, D.C. 20370. Put your facts on paper. Remember, every Navyman can be a newsman—so let's hear from you.

Preparatory School selection board for entrance to the U. S. Naval Preparatory School.

No. 1320 (22 August)—Announced the adoption of a new letter-type transfer directive for enlisted personnel.

No. 5400 (22 August)—Provided a listing of rating control desks.

No. 1620 (1 September)—Reiterated policy concerning the issuance of worthless checks by members of the Navy, and discussed action to be taken on this subject.

No. 1531 (13 September)—Announced opportunities available to sons of members of the Armed Forces, including Reserves, for nomination to the U. S. Naval Academy.

No. 4630 (15 September)—Emphasized the need for prompt submission of correct and complete MATS Transportation Authorization (DD Form 1482) to avoid rejection of Navy-sponsored transportation.

No. 1530 (18 September)—Announced the annual nationwide competition for appointment as cadet, U. S. Coast Guard.

No. 1430 (22 September)—Announced the availability of new petty officer certificates of appointment.

No. 1740 (22 September)—Provided information concerning the College Placement Annual for 1968 and civilian employment assistance available for college graduates.

THE DEPENDENTS' I.D. CARD: A GUIDE TO ENTITLEMENT

An up-to-date listing of the benefits your dependents may receive as holders of DD Form 1173, the Uniformed Services Identification and Privilege Card (often referred to as the dependent's ID card), spells out exactly who is eligible to use various commissary, exchange and medical facilities.

The listing accompanies revised regulations on the issue and use of the dependent's ID card, as outlined in BuPers Inst. 1750.5D.

The directive provides information of interest to all Navy families. It covers a number of common and not-so-common questions and touches on such fine points as divorce decrees acquired outside the United States.

The new instruction contains an expanded Guide to Entitlement which lists all categories of personnel eligible for the ID and privilege card, and specifies exactly who may verify cardholder eligibility.

Here's a roundup:

Authorized Dependents

In general, DD Form 1173 is the standard ID and authorization card issued to dependents of active duty, retired with pay (including Fleet Reservists), and deceased members of the armed services.

As defined in BuPers Inst. 1750.5D, authorized dependents may include:

- Wives (or husbands if married to active duty or retired Waves).
- Unremarried widows (or widowers).
- Unmarried children under age 21 (including adopted or stepchildren).
- Unmarried children over 21 if incapable of self support.
- Unmarried children between 21 and 23 who are attending college.
- Parents (or parents-in-law) who are dependent for more than one-half support.

The card may be issued to other civilians when specifically authorized by the Secretary of the Navy (or Army or Air Force), or when cognizant commanders deem it necessary.

Guides to individual entitlement are specified in the charts beginning on page 51.

The dependent's ID and authorization card is just that—it identifies those who may be authorized certain privileges and access to certain facilities. It does not in itself authorize entry into classified security areas.

The card is printed in black security-type ink, and is laminated between two sheets of thermo-plastic with an identification or passport-type photograph of the dependent.

The card is recognized by all activities of the uniformed services. However, basic privileges may be modified by commanders in areas with limited facilities. In general, authorized patronage depends on the availability and adequacy of the facility concerned.

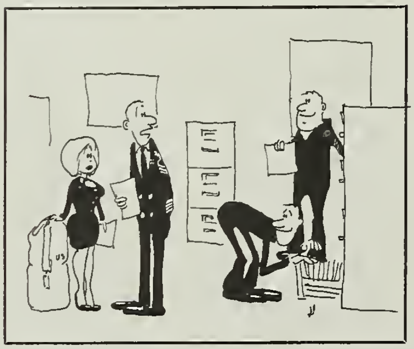
In certain overseas areas, treaties, status of forces agreements, or military base agreements might place limitations on who can use the commissary and exchange. (Ordinarily, status of forces agreements with foreign countries include a provision that only the dependents of servicemen who are "members of the force" are eligible for commissary and exchange privileges. In other words, if you are in Vietnam and your family moves to Japan or the Philippines to be near you, they may not be eligible for commissary or exchange privileges, simply because you are not a "member of the force" in Japan or the Philippines.

How and When to Apply

Applications for the DD 1173 should be made when the Navy sponsor:

- Enters active duty for more than 30 days.
- Reenlists for continuous active duty.
- Retires, transfers to the Fleet Reserve or dies.

All-Navy Cartoon Contest
J. Paoli, IC1, USN



"Somebody want to help the new boot check in?"

Also, application for a new dependent's ID should be made:

- When there is a change in dependency status stated on the current card.
- Upon card expiration.
- When the current card is lost or stolen.

If you're on active duty, you apply on behalf of your dependents by submitting DD Form 1172 to the command with custody of your service record. The completed application is filed in your record after the card has been issued.

If you're an enlisted man (or woman), your application is made in duplicate. The second copy is forwarded to the U. S. Navy Family Allowance Activity for a review of your dependent's eligibility.

You apply for new dependents' ID cards before you retire or transfer to the Fleet Reserve. Your command will make every effort to issue the new cards before you leave active duty, but if new cards cannot be issued in time, you will be provided with verified DD Forms 1172 (application) which your dependents may take to any major military installation for issuance of cards.

Once you're in a retired or retainer pay status, your application for renewal of the ID card should be submitted to the Commanding Officer, Naval Reserve Manpower Center.

Eligible dependents of deceased Navymen and women apply for cards directly to the Chief of Naval Personnel (Pers G-2). Survivors of those who die while on active duty automatically have their applications verified by the commanding officer or Casualty Assistance Calls Officer.

It may not always be possible for your command to issue dependents' IDs. This would be the case, for example, if you are not in the same locality as your dependents. In such circumstances, you should submit an application to the command maintaining your service record to have your dependent's eligibility determined. The form is then returned to you with instructions that it be presented by your dependent to any military activity equipped to issue the ID card. The issuing activity then returns the completed application to your command for filing in your service record.

Verification

The application form (DD 1172) must be verified by your command before any DD Form 1173 is issued. Your command makes sure the dependents you claim are eligible. Birth certificates, adoption decrees, medical certificates, education statements, divorce decrees or other documents as appropriate to your application, may be required.

If the eligibility of a claimed dependent is questionable, the problem is turned over to the Chief of Naval personnel for a ruling. (You should note that any determination made by the Navy Family Allowance Activity is done under BuPers policy, and should not be considered "questionable.")

If your dependent's eligibility hinges on the validity of a Mexican decree of divorce obtained by either you or your spouse, the case must be forwarded to the Family Allowance Activity for a ruling.

Do Dependents' I.D. Cards Change If Your Grade or Rate Changes?

Your dependents do not normally receive new ID cards when you have a change in grade or rating. However, this is for your CO to decide. BuPers Inst. 1750.5D, the current directive on the subject, puts it this way: "The reissue of DD Form 1173 due to change in grade may be accomplished, upon application, when in the opinion of the sponsor's commanding officer such reissue is desirable."

Any documents you submit to support your application will be returned to you after they have served their purpose.

Expiration

Although expiration dates for dependents' IDs vary (see charts), cards are not issued for less than 30 days. At the other extreme, no card should show an expiration date beyond six years from date of issue. The word "indefinite" should never be used in the expiration date block.

If your dependent loses his or her ID card, or if it's stolen, you should report it promptly to your command and resubmit the DD Form 1172 with a statement regarding the circumstances.

The dependent's ID must be surrendered:

- Upon expiration.
- Whenever the cardholder becomes ineligible.
- When a new card is issued (except to replace one that was lost or stolen).
- Upon the sponsor's death, retirement, transfer to the Fleet Reserve or release to inactive duty.
- When the sponsor is officially placed in a deserter status.
- Upon the call of a responsible officer for administrative purposes.
- Upon cancellation by proper authority.

Note: Numbers in parenthesis refer to explanatory notes which appear on page 52.

Category of Personnel	*Medical Care*		*Commissary*	*Exchange*	*Theater*	*Expiration Date*	*See Notes Below*
	Civilian Facility	*Service Facility*					
1. DEPENDENTS OF ACTIVE DUTY MEMBERS OF THE USN AND USNR.							
a. Lawful wife	Yes	Yes	(2)	Yes	Yes	(24)(23)	(32)(33)
b. Lawful husband	(1)	(1)	(2)	(1)	(1)	(24)(23)	(33)
c. Unmarried legitimate children including adopted and stepchildren:							
(1) Under 21 years of age (29)	Yes	Yes	(2)	(1)	Yes	Sponsor's expiration as in note 24 or 6 years, or day before 21st birthday, whichever is earliest	(32)(33)
(2) Over 21 years of age	(4)	(4)	(3)	(4)	(4)	(25)(26)	(32)(33)
d. Parents or parents-in-law	No	(5)	(3)	(5)	(5)	Date of sponsor's expiration or 2 years, whichever is earlier	
2. DEPENDENTS OF MEMBERS OF THE USN AND USNR WHO ARE RETIRED WITH PAY.							
a. Lawful wife under age 65	Yes	Yes	(2)	Yes	Yes	Day before 65th birthday or 6 years from issue date, whichever is earlier (21)(23)	(32)(33)
b. Lawful wife over age 65	(20)	Yes	(2)	Yes	Yes	6 years from issue date (21), (23)	(32)(33)
c. Lawful husband under age 65	(1)	(1)	(2)	(1)	Yes	6 years from issue date (21), (23), (30)	(33)
d. Lawful husband over age 65	(1)and (20)	(1)	(2)	(1)	Yes	6 years from issue date (21), (23)	(33)
e. Unmarried legitimate children, including adopted and stepchildren:							
(1) Under 21 years of age (29)	Yes	Yes	(2)	(1)	Yes	Day before 21st birthday or 6 years from issue date, whichever is earlier (21)	(32)(33)
(2) Over age 21	(4)	(4)	(3)	(4)	(4)	(21,) (25), (26)	(32)(33)
f. Parents or parents-in-law	No	(10)	(3)	(5)	(5)	2 years from date of issue	

Category of Personnel	*Medical Care*		*Commissary*	*Exchange*	*Theater*	*Expiration Date*	*See Notes Below*
	Civilian Facility	*Service Facility*					
3. SURVIVING DEPENDENTS OF MEMBERS OF THE USN AND USNR WHO DIED while on active duty for more than thirty days, or while retired with pay.							
a. Unremarried widow under age 65	Yes	Yes	Yes	Yes	Yes	Day before 65th birthday or 4 years from issue date, whichever is earlier	(32)
b. Unremarried widow over age 65	(20)	Yes	Yes	Yes	Yes	4 years from issue date	(32)
c. Unremarried widower under age 65	(6)	(6)	No	No	No	Day before 65th birthday or 4 years from issue date, whichever is earlier	
d. Unremarried widower over age 65	(6)and (20)	(6)	No	No	No	4 years from issue date	
e. Unmarried legitimate children, including adopted and stepchildren:							
(1) Under age 21 (29)	Yes	Yes	(2)	(7)	Yes	Day before 21st birthday or 4 years from issue date, whichever is earlier	(32)
(2) Over age 21	(8)	(8)	(3)	(8)	(8)	(25)(26)	(32)
f. Parents or parents-in-law	No	(10)	(3)	No	No	6 years from issue date	
4. UNREMARRIED WIDOW OF A MEMBER OF THE NAVAL RESERVE WHO DIED in the line of duty while in an active status (includes weekend drill and active duty for training)	No	No	Yes	Yes	Yes	4 years from issue date	(32)
a. Unmarried legitimate children, including adopted and stepchildren:							
(1) Under 21 years of age (29)	No	No	(2)	(7)	Yes	Day before 21st birthday or 4 years from issue date, whichever is earlier	(32)
(2) Over 21 years of age	No	No	(3)	(8)	(8)	(25)(26)	(32)

EXPLANATORY NOTES

(1) Yes, if dependent upon service member or retired member for more than one-half support.

(2) Yes, if actually residing in the household of the service member, retired member, or widow. Spouse is not eligible for commissary privileges if not residing with member due to legal separation or interlocutory divorce. Children are not eligible for commissary privileges when they do not reside in the member's or widow's household.

(3) If designated by the service member, retired member, or unremarried widow as the one adult member of the family, residing in his or her household, to act as agent for the purpose of making purchases. Unless incapacitated, the wife of an active duty service member is his adult agent. Cards authorizing commissary agent privileges to persons not otherwise eligible for a card will indicate an expiration date of one year from issue date. Children not authorized if widow is remarried.

(4) If the child is incapable of self-support because of a mental or physical incapacity that existed before age 21, and is dependent on service member or retired member for over one-half support, or has not passed 23rd birthday and is enrolled in a full-time course of study in an approved institution of higher learning and is dependent on service member for over one-half support.

(5) If dependent on service member for over one-half support and reside in a dwelling provided or maintained by him.

(6) If dependent on the member at the time of her death for over one-half of his support because of mental or physical incapacity.

(7) If designated by widow and approved by installation commander. Children not authorized if widow has remarried.

(8) If unmarried child is incapable of self-support because of mental or physical incapacity that existed before age 21, or has not passed 23rd birthday and is enrolled in full-time course of study in an institution of higher learning as approved by the Secretary of Defense or Secretary of Health, Education and Welfare. In either case, dependent must have been dependent on service member for more than one-half support, at time of member's death.

(9) Authorized commissary and limited exchange privileges only. However, veterans are required to furnish Veterans Administration certification every three years, stating they have 100 per cent service-connected physical disability. DD Form 1173, when issued, should expire in three years. Each eligible veteran may designate one adult member of his family who resides in his household as agent for making commissary and exchange purchases on his behalf. DD Form 1173 is verified only by the Chief of Naval Personnel (Pers G-2).

(10) If the parent or parent-in-law is, or was at the time of the member's death, dependent for over one-half support and residing in a dwelling provided or maintained by the member.

(11) Medical care authorized only to the extent of restrictions and limitations prescribed in BuMed Inst. 6320.31 series. If eligible, cognizant USN commander should authorize medical care by separate document. Civilian or uniformed services medical care not authorized on DD Forms 1172 or 1173.

(12) Employee only, if residing on board and if installation commander deems it impracticable to procure stores from civilian agencies without impairing the efficient operation of the installation. Authorized employee may designate one adult member of his family, who resides in his household, to make purchases on his behalf (also see note 3).

(13) Limited exchange privileges to the employee only. Dependents not authorized.

(14) The employee only, when authorized by the overseas USN commander. Authorized employee may designate one adult member of his family who resides in his household to make purchases on his behalf (also see note 3).

(15) Yes, when authorized by overseas commander. Eligible dependents must be members of employee's family, residing in his household, and dependent on him for more than one-half support.

(16) Yes, employee only, if installation commander deems it impracticable to procure stores from civilian agencies without impairing the efficient operation of the installation. Authorized employee may designate one adult member of his family, who resides in his household, to make purchases on his behalf (also see note 3).

(17) Yes, if assigned full time duties on board naval installation.

(18) Yes, if employee resides on board the naval installation and the eligible dependent is a member of his family, resides in his household, and is dependent on him for more than one-half support.

(19) Only when service member occupies government quarters and dependent resides with him.

Category of Personnel	Medical Care		Commissary	Exchange	Theater	Expiration Date	See Notes Below
	Civilian Facility	Service Facility					
5. **FORMER MEMBERS OF THE NAVAL RESERVE RECEIVING RETIRED PAY** under 10 USC 1331-1337 but who were discharged from the Navy prior to reaching age 60 and are not carried on Navy retired rolls, and their dependents.							
a. Former member under age 65	Yes	Yes	No	No	No	Day before 65th birthday or 6 years from issue date, whichever is earlier	
b. Former member over age 65	(20)	Yes	No	No	No	6 years from issue date	
c. Lawful wife under age 65	Yes	Yes	No	No	No	Day before 65th birthday or 6 years from issue date, whichever is earlier (23)	(32)(33)
d. Lawful wife over age 65	(20)	Yes	No	No	No	6 years from issue date (23)	(32)(33)
e. Lawful husband under age 65	(1)	(1)	No	No	No	Day before 65th birthday or 6 years from issue date, whichever is earlier (23)	(32)(33)
f. Lawful husband over age 65	(20)and (1)	(1)	No	No	No	6 years from issue date (23)	(32)(33)
g. Unmarried legitimate children, including adopted and stepchildren;							
(1) Under age 21 (29)	Yes	Yes	No	No	No	Day before 21st birthday or 6 years from issue date, whichever is earlier	(32)(33)
(2) Over age 21	(8)	(8)	No	No	No	(25)(26)	(32)(33)
h. Parents or parents-in-law	No	(10)	No	No	No	6 years from issue date	
6. **UNREMARRIED WIDOW OR WIDOWER AND SURVIVING DEPENDENTS OF FORMER MEMBERS OF THE NAVAL RESERVE**	(31)	(31)	No	No	No	As in Para. 5 above, but maximum of 4 years from issue date	(32)

ENTITLEMENT GUIDE

(20) Eligibility for civilian medicare normally terminates at age 65. However, eligible personnel over 65 who are not entitled to hospital insurance under Social Security may obtain a statement to this effect from the Social Security Administration. The statement and completed DD Form 1172, submitted to verifying activity, will authorize civilian medical care to those over 65 who are eligible. Statement from Social Security Administration is maintained by verifying activity or in sponsor's service record.

(21) Expiration date for dependents will normally be five years from date member is placed on Temporary Disability Retired List. If dependent reaches 65, or if child reaches 21 during the five year period, the day before the dependent's birthday will be the date of expiration.

(22) All privileges are to be completely blocked out on DD Form 1173.

(23) When legal separation or interlocutory divorce decree is involved, spouse's DD Form 1173 should be issued with one year expiration date or date on which divorce becomes final, whichever is earlier.

(24) Expiration Date. On cards issued to:

a. Dependents of enlisted men, date of sponsor's expiration of active obligated service (EAOS).

b. Dependents of Naval Reserve officers, expiration date of active duty service commitment, or six years from date of issue if on continuous active duty.

c. Dependents of Regular Navy officers, six years from date of issue.

(25) On cards issued to children between 21 and 23 who are attending school, enter date that is one year from date of issue, date of sponsor's expiration as outlined in note 24, prospective date of graduation, or day before child's 23rd birthday, whichever is earlier.

(26) On cards issued to children over 21 who are incompetent or incapacitated, enter date of sponsor's expiration as outlined in note 24, the day before the 65th birthday, or six years from date of issue, whichever is earliest.

(27) Active duty officers and enlisted men of foreign Armed Forces and their dependents apply to the Chief of Naval Operations (OP-92) if assigned to diplomatic billets (attache), or to the appropriate Chief, Navy Section, Military Assistance Advisory Group (see OPNAV Inst. 4950.1 series) if assigned U. S.-sponsored training duty. Questions involving dependents' eligibility criteria should be forwarded to the Chief of Naval Personnel (Pers G-2).

(28) Civilians who may be eligible for DD Form 1173 owing to overseas employment may not be issued a card until arrival in overseas area. Issuing activity will stamp "OVERSEAS ONLY" in bold print on both sides of the card.

(29) Dependent less than 10 years of age may be issued DD Form 1173 if not residing with father or mother who would normally use his or her card to verify child's eligibility for medical care.

(30) If medicare is authorized, expiration should be age 65 or six years from date of issue, whichever is earlier.

(31) Medical care authorization remains the same as before the death of former member (paragraph 5, Entitlement Guide), except that unremarried widower must have been dependent on former member at time of death for over one-half support as a result of physical or mental incapacity.

(32) Note regarding wives and unmarried children under age 21. If the wife and children, including stepchildren and adopted children, listed on the application are the same as those listed in sponsor's service record on NavPers 601-2 (Record of Emergency Data), DD Form 1173 may be issued. In the event a child is claimed who was born after the execution of the most recent NavPers 601-2, or there is a discrepancy of more than one day in the date of birth, the birth certificate of such child should be requested from the applicant, and a new NavPers 601-2 executed. Illegitimate children are not eligible, even though service member should list such children on NavPers 601-2.

(33) The wife and children (including adopted and stepchildren) of service member are eligible for medical care by virtue of relationship alone. When a decree of divorce becomes final, the former wife is not eligible for DD Form 1173, nor any attendant privileges. Children, including adopted children but not stepchildren, continue to be eligible for medical care after the final divorce decree. However, if the children do not reside with the service member, they are not eligible for commissary privileges. In cases of legal separation or interlocutory divorce, the spouse and children continue to be eligible for medical care and exchange privileges. The wife is not eligible for commissary privileges, nor are children who do not reside with the service member.

Category of Personnel	*Medical Care*		*Commissary*	*Exchange*	*Theater*	*Expiration Date*	*See Notes Below*
	Civilian Facility	*Service Facility*					
7. **OTHER MEMBERS OF THE HOUSEHOLD OF ACTIVE DUTY OR RETIRED MEMBERS,** such as wards, brothers, sisters, nephews, nieces, aunts, uncles, grandparents, "loco parentis", illegitimate children, illegitimate step-children, etc., regardless of support given by serviceman	No	No	(3)	No	(19)	End of tour of duty or 1 year, whichever is earlier	
8. **HONORABLY DISCHARGED NAVY VETERANS WHO ARE TOTALLY DISABLED** as a result of a service-incurred or aggravated disability or a hospitalized veteran regardless of percent disability	No	No	(9)	(9)	No	3 years	
9. **DIVORCED WIFE** (final divorce decree granted) of active duty, retired, former member, or deceased member	No	No	No	No	No	NOT ELIGIBLE FOR DD FORM 1173	
10. **3RD AND 4TH CLASS NROTC** contract students	No	No	No	No	No	Expiration of status as 3rd class Midshipman	
11. **ACTIVE DUTY OFFICERS AND ENLISTED MEN OF THE ARMED FORCES OF FOREIGN NATIONS** and their dependents when serving in the United States under the sponsorship or invitation of the Navy Department	Yes	Yes	Yes	Yes	Yes	End of tour of duty commitment or 2 years from date of issuance, whichever is earlier	(32)(33)
12. **MEMBERS OF THE NAVAL RESERVE** (including Ready, Stand-by, or Retired without pay Reserve) and their dependents	No	No	No	No	No	NOT ELIGIBLE FOR DD FORM 1173	
13. **USN CIVILIAN** employees and civilians affiliated with the USN;							
a. USN employees and their dependents who are residing together on a naval installation within the United States	No	(11)	(12)	(13)	(18)	Expiration of duty commitment or 2 years from issue date, whichever is earlier	
b. U.S. citizen employees of the USN and their dependents stationed outside the United States	No	(11)	(14)	(15)	(15)	Expiration of duty commitment or 2 years from issue date, whichever is earlier	
c. U.S. citizen employees under private or Government contract with the USN, and their dependents.							
(1) The United States	No	(11)	(12)	(13)	(18)	Expiration of duty commitment or 2 years from issue date, whichever is earlier	
(2) Outside the United States	No	(11)	(14)	(15)	(15)	Expiration of duty commitment or 2 years from issue date, whichever is earlier	
d. U.S. citizen employees of other U.S. Government departments or agencies and their dependents.							
(1) The United States	No	(11)	(12)	(13)	(18)	Expiration of duty commitment or 2 years from issue date, whichever is earlier	
(2) Outside the United States	No	(11)	(14)	(15)	(15)	Expiration of duty commitment or 2 years from issue date, whichever is earlier	
e. Uniformed, full-time, paid personnel of American Red Cross assigned to duty within an activity of the Armed Forces (See SECNAVINST 5760.1 series)							
(1) The United States	No	(11)	(16)	(17)	(18)	Expiration of duty commitment or 2 years from issue date, whichever is earlier	
(2) Outside the United States	No	(11)	(14)	(15)	(15)	Expiration of duty commitment or 2 years from issue date, whichever is earlier	

Category of Personnel	Medical Care		Commissary	Exchange	Theater	Expiration Date	See Notes Below
	Civilian Facility	Service Facility					
f. Area executives, club directors and associate club directors of USO facilities outside the United States recognized by the Department of Defense . .	No	No	(14)	(15)	(15)	Expiration of duty commitment or 2 years from issue date, whichever is earlier	
g. Contractor Technical Services Personnel (For identification purposes only if not eligible for privileges under paragraphs a., b., c., or d., above)	No	No	No	No	No	Expiration of duty commitment or 2 years from issue date, whichever is earlier	

List of New Motion Pictures Available to Ships and Overseas Bases

The list of recently released 16-mm feature movies available from the Navy Motion Picture Service is published here for ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

Tobruk (WS) (C): Melodrama; Rock Hudson, George Peppard.

Thunder Alley (WS) (C): Melodrama; Annette Funicello, Fabian.

The Adventures of Bullwhip Griffin (C): Comedy; Suzanne Pleshette, Karl Malden.

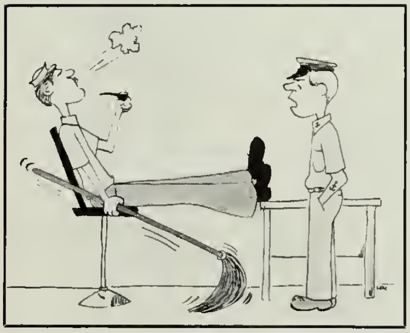
We Joined the Navy (C): Comedy; Kenneth More, Lloyd Nolan.

The Professionals (WS) (C): Melodrama; Burt Lancaster, Lee Marvin.

Fistful of Dollars (WS) (C): Western; Clint Eastwood, Marianne Koch.

A Funny Thing Happened on the Way to the Forum (C): Comedy; Zero Mostel, Phil Silvers.

All-Navy Cartoon Contest
Louis Giordano, RMSN, USN



"That's what I like about you, Smith . . . you always put forth your best effort."

Rings Around the World (C): Novelty; Don Ameche.

Follow Me Boys (C); Comedy Drama; Fred MacMurray, Vera Miles.

The Reluctant Astronaut (C): Comedy; Don Knotts, Leslie Nielson.

Crime on a Summer Morning: Mystery Drama; Jean Paul Belmonde, Sophie Daumier.

The Great Train Robbery: Drama; Michael Donegan, Horst Tappert.

How to Succeed in Business Without Really Trying (WS) (C): Musical Comedy; Robert Morse, Michele Lee.

Rampage at Apache Wells (WS) (C): Western; Stewart Granger, Pierre Brice.

Desperado Trail (WS) (C): Action Drama; Lex Barker, Pierre Brice.

Eight on the Lam (C): Comedy; Bob Hope, Phyllis Diller.

Espionage in Lisbon (C): Drama; Brett Halsey, Marilu Tolo.

Black Eagle of Santa Fe (C): Western; Brad Harris, Horst Frank.

The 25th Hour (WS) (C): Drama; Anthony Quinn, Virna Lisi.

What Did You Do In the War, Daddy? (WS) (C): Comedy; James Coburn, Aldo Ray.

Ride to Hangman's Tree (C): Western; Jack Lord, James Farentino.

Psycho Circus: Melodrama; Christopher Lee, Leo Genn.

The Night of the Generals (WS) (C): Drama; Peter O'Toole, Omar Sharif.

Up The Down Staircase (C): Drama; Sandy Dennis, Patrick Bedford.

Deadlier Than the Male (WS) (C): Melodrama; Richard Johnson, Elke Sommer.

Banning (WS) (C): Drama; Robert Wagner, Anjanette Comer.

Tammy and the Millionaire (C): Comedy; Debbie Watson, Frank McGrath.

Johnny Yuma (C): Drama; Mark Damon, Lawrence Dobkin.

The Corrupt Ones (WS) (C): Melodrama; Robert Stack, Elke Sommer.

Triple Cross (C): Melodrama; Christopher Plummer, Romy Schneider.

The Projected Man (WS) (C): Drama; Mary Peach, Bryant Haliday.

Valley of Mystery (C): Melodrama; Richard Egan, Peter Graves.

Frontier Hellcat (WS) (C): Drama; Elke Sommer, Gotz George.

Namu, the Killer Whale (C): Drama; Robert Lansing, John Anderson.

The War Wagon (WS) (C): Drama; John Wayne, Kirk Douglas.

You're a Big Boy, Now (C): Comedy; Elizabeth Hartman, Geraldine Page.

All-Navy Cartoon Contest
Charley Wise, HMCS, USN

"They're out of flak jackets!"

Poor Arithmetic Plus Weak Bank Account Can Lead to Painful Interview with CO

The convenience of a personal checking account is well known in today's business world of easy credit, monthly statements and pay-by-mail. Having your money in the bank, and a checkbook handy to draw on your account whenever you wish, can be an efficient way to manage your financial affairs.

However, if you aren't careful, a checking account can also be the source of considerable trouble. It's possible that even the most honest Navyman could write a worthless check, not knowing his account did not have the balance he thought it did. Honest, maybe, but also negligent, careless and downright poorly managed.

The incidence of worthless checks continues to rise inside and outside the military. Many Navy men and women, and dependents, have fallen victim to poor management (or poor arithmetic) of their checking accounts, and have carelessly written checks with insufficient funds to back them. What's more, a few have been outright fraudulent by writing checks on nonexistent accounts, or accounts they knew did not have sufficient funds.

On 1 September, the Navy in BuPers Notice 1620 passed the word on what it thinks of worthless checks and those who write them. Not much! Such checks may be dishonest, and certainly are harmful to the Navy's reputation. They could result in disciplinary action; COs are instructed to take stern measures to discourage them.

It is conceded that bad check violations take several forms which vary in seriousness. However, whether the rubber check is an honest mistake or outright fraud, it is considered discreditable behavior.

The more common bad check violations are:

- Where, through negligence, account balances are too low to cover the checks issued.
- Checks issued when it is known that sufficient funds are not on deposit, but that funds will be deposited in time to cover the checks. (This is considered a form of unauthorized credit.)
- Checks written on accounts that do not exist (including closed accounts), or when it is known by the drawer that the account will not have sufficient funds to pay the check at the time it is presented to the bank.

This is fraud, and the most serious of rubber check violations. It could, under UCMJ, lead the habitual bad check artist into a dishonorable discharge and five-year prison term.

Commissioned and warrant officers responsible for passing two or more worthless checks now will have their names brought to the attention of the Chief of Naval Personnel, and the story told in their official records.

Reports of bad checks written by enlisted men and women, and dependents, will be screened by local commanding officers, who will initiate action appropriate to the seriousness of the offenses. This could include disciplinary action under UCMJ, or administrative discharge from the Navy.

At the same time it condemned rubber checks and called for swift action against those who write them, BuPers Notice 1620 of 1 September called for more reasonable practices in the identification procedures most facilities require before cashing checks.

As most check-writing Navymen know, some on-base facilities have resorted to demeaning and time-consuming check verification procedures while attempting to protect themselves from the errant few. A great number of honest folks—powerless to improve the situation—were inconvenienced if not highly irritated.

Now, however, COs are urged to rely more on swift procedures for reporting bad checks, followed by positive command action. In other words, do away with the more irritating forms of check verification practices. Limit the preliminaries to a show of ID, and notation of parent command or home address.

Then, if the check bounces, the cashing facility will report the name of the offender to the appropriate CO for speedy action.

Dishonest check writers also are a financial burden on the general public. Because of this liability,

NOW HERE'S THIS

Cat Man

A man in a bright yellow jersey stands face to face with the menacing nose of a jet fighter on the flight deck of a Seventh Fleet aircraft carrier. He is one of the flattop's "cat" men—or catapult officers.

Behind the cat man, a narrow 250-foot length of steel track stretches toward the brink of the ship's bow. Before him, in the jet's cockpit, a pilot stares intently at the steel ribbon and the Tonkin Gulf beyond.

Meanwhile, green-shirted catapult crewmen, moving like a flurry of grasshoppers, make last minute checks on the bridle and holdback coupling which connect the metallic bird to a shuttle that rides along the catapult track.

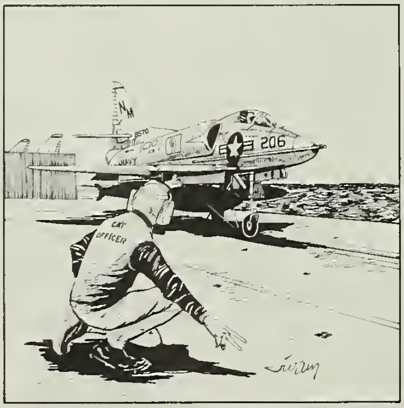
When all adjustments are made, the cat man steps up near the jet's nose and flashes the pilot a two-fingered "V," the signal to turn the jet's twin engines up to full power.

The result appears to be a showdown between man and machine. The jet rises up on its haunches, strains at the bridle, and roars as if in defiance of the launching officer, the last man between it and the end of the ship's flight deck.

After a salute from the pilot, indicating he and the jet are ready to be launched, the cat man, in one fluid movement, drops to one knee and points toward the bow. This is the "GO" signal to the deck-edge catapult operator who punches the launch button setting the cat in motion. Within a split second, the jet is hurled into the air in slingshot fashion at nearly 200 miles per hour—on its way to another strike mission over North Vietnam.

Back on deck, through a swirl of steam and exhaust blasts, the cat man reappears to launch the next plane.

—Jack Reeves, SN, USN.



public attitude is developing an intolerance toward the bad check individual. Frequent civil convictions, now a rising trend for worthless check makers, hopefully will stem this type of fraud or deceit.

NavSta Sails from Trinidad

Over a quarter-century of U. S. naval activity in Trinidad ended recently when a U. S. Marine lowered Old Glory for the last time from the flag staff of the Chaguaramas Naval Station.

In its 26-year history, Chaguaramas had been the home of various military installations, occupying 34,000 acres of the Caribbean island's land.

The naval base began life as Naval Operating Base Trinidad. It was acquired from Great Britain in the "Destroyers for Bases" deal of 1940, when 50 U. S. destroyers were turned over to the British in exchange for 99-year leases on bases in the Bahamas, Antigua, St. Lucia, Trinidad, Jamaica, and British Guiana.

Five years ago, Trinidad-Tobago, about the size of Delaware and inhabited by nearly a million people, gained its independence.

Many U. S. Navymen formerly based at Chaguaramas will miss shore duty in the land that gave the world calypso music and steel bands.

Here's a Great Way to Save

- SAVINGS DEPOSIT—By removing limitations on where you may be before you apply, the Navy has made it easier for you to save money under the Savings Deposit Program which pays a profitable 10 per cent interest compounded quarterly.

As before, active participation in the program is limited to personnel serving outside the continental United States. However, as of 15 Aug 1967, you may apply for the savings plan before you depart CONUS.

You may register a "J" allotment (NavCompt 545) at your CONUS duty station, thereby eliminating the paperwork when you arrive overseas. The form is attached to your pay record, and the allotment is automatically registered by your overseas disbursing officer.

The Savings Deposit Program was enacted by Public Law 89-538 of 14 Aug 1966. Under the plan, active-duty Navy and Marine Corps personnel stationed outside the U. S. for more than 90 days may deposit unallotted pay and allowances and receive the whopping 10 per cent interest. (For purposes of the savings program, 'U. S.' includes the Virgin Islands, the Canal Zone, Guam, American Samoa and Puerto Rico.)

If deposits are made on or before the 10th of any given month, interest is computed from the first of the month. Deposits made after the 10th do not draw interest until the first of the following month.

Interest is computed on the basis of average quarterly balance, and is compounded quarterly. The limit on which interest is paid is $10,000.

Money you deposit in savings may be withdrawn only under bona fide emergency conditions certified by your commanding officer.

Your savings account is closed when you return to the U. S. on permanent change of station. Your interest is computed, you're paid off, and chances are you return to CONUS relatively wealthy.

Waller at Abadan

NAVYMEN aboard USS *Waller* (DD 466) considered their stop at Abadan, Iran, a high point in their cruise of Middle Eastern waters.

The three-day visit was replete with dinner invitations to European and American homes in Abadan, parties aboard ship, and sports events ashore.

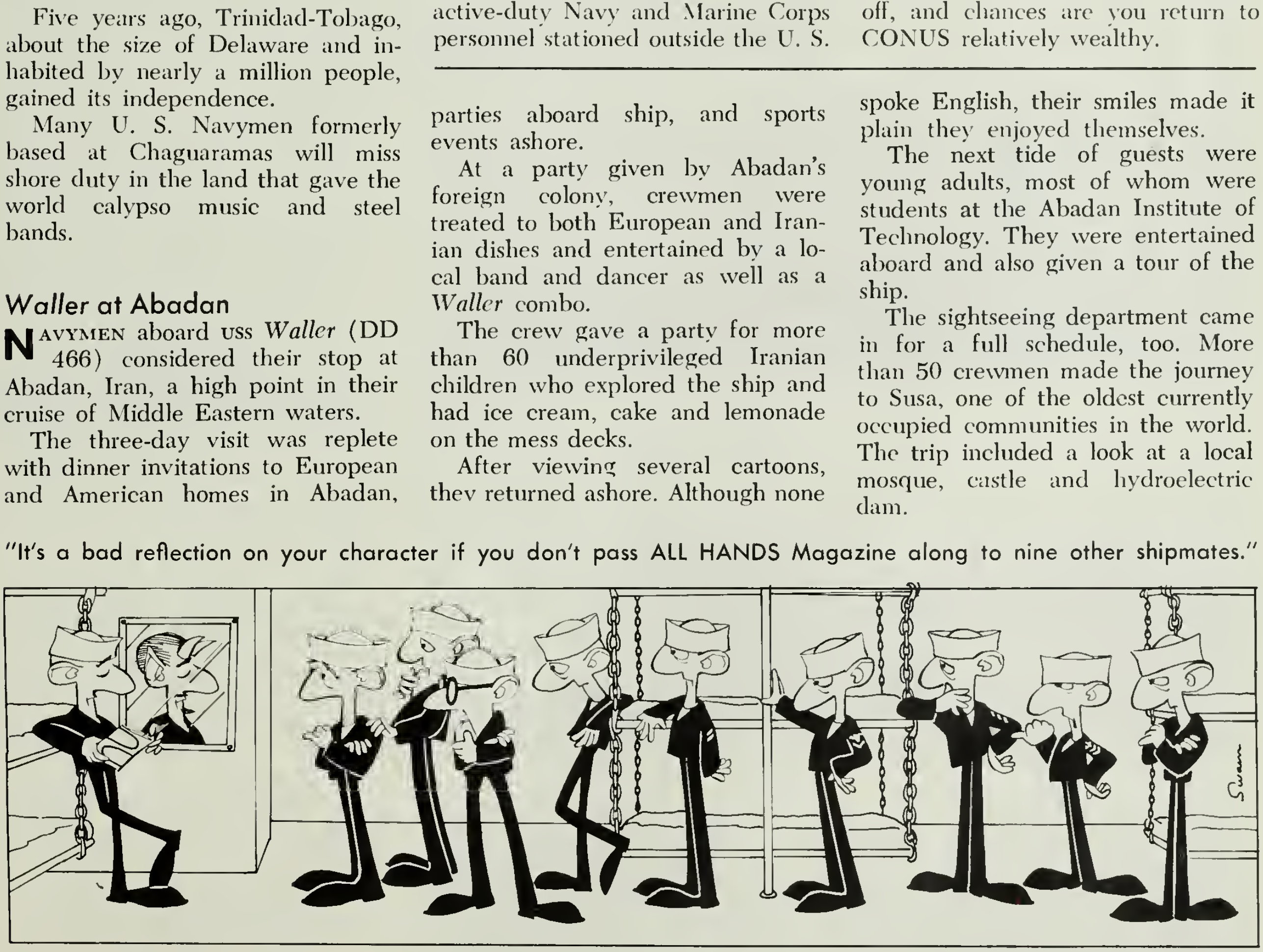
At a party given by Abadan's foreign colony, crewmen were treated to both European and Iranian dishes and entertained by a local band and dancer as well as a *Waller* combo.

The crew gave a party for more than 60 underprivileged Iranian children who explored the ship and had ice cream, cake and lemonade on the mess decks.

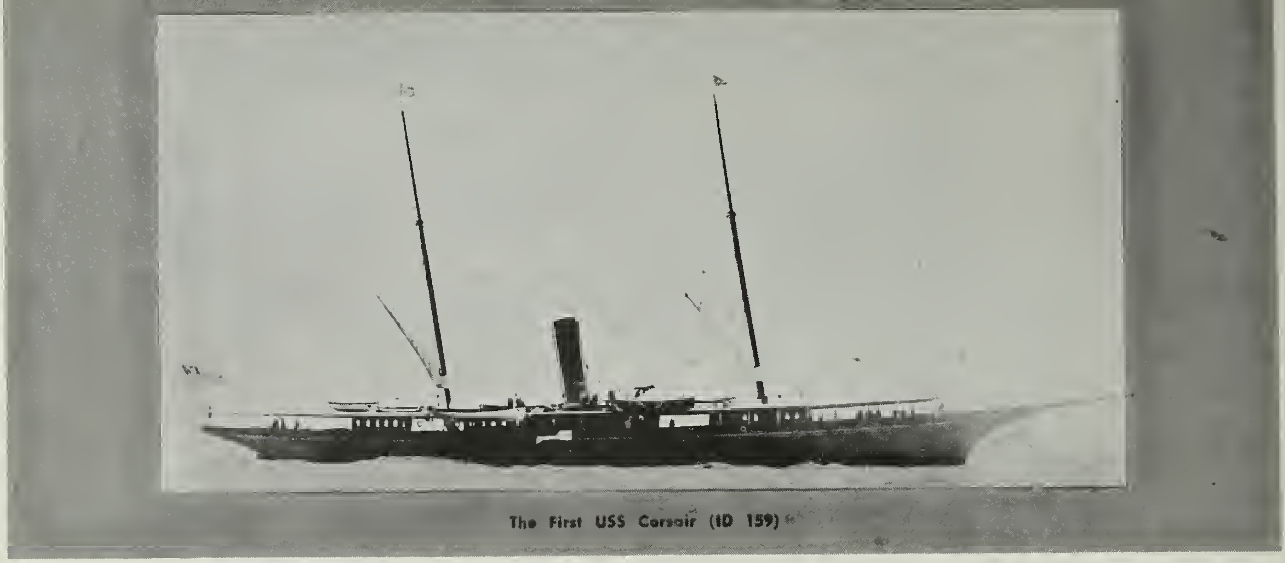
After viewing several cartoons, they returned ashore. Although none spoke English, their smiles made it plain they enjoyed themselves.

The next tide of guests were young adults, most of whom were students at the Abadan Institute of Technology. They were entertained aboard and also given a tour of the ship.

The sightseeing department came in for a full schedule, too. More than 50 crewmen made the journey to Susa, one of the oldest currently occupied communities in the world. The trip included a look at a local mosque, castle and hydroelectric dam.



"It's a bad reflection on your character if you don't pass ALL HANDS Magazine along to nine other shipmates."


The First USS Corsair (ID 159)

Navy Family Tree

The 17th and 18th centuries record the abundance of privateers and buccaneers on the high seas.

The activities of these early seafaring days have ceased but one of their namesakes still serves in the U. S. Navy and has for the last 50 years.

The name isn't Jean Lafitte, it's *Corsair*, another name for buccaneer.

The first USS *Corsair* (ID 159), was a steam yacht built in 1899 and owned by John P. Morgan. She was chartered by the Navy in 1917 and sailed with the first American Expeditionary Force to France during World War I. She was decommissioned and returned to her owner in 1919 after a brief naval career. *Corsair* was instrumental in saving the crew of USS *Californian* (AK) which had struck a mine, and also in rescuing survivors of the Army transport *Antilles*.

The second *Corsair* was the F4U aircraft, which was first used by the Navy in 1942. The *Corsair* was a single-seat fighter which saw much action as a carrier-based plane during World War II. There were three modifications of the aircraft before it was mothballed in 1952.

The third *Corsair* traveled under the water. The submarine USS *Corsair* (SS 435) was commissioned on 8 Nov 1946, and operated out of New London, Conn., throughout most of her career. She was used as a training submarine until 1947, when new sound gear was installed for torpedo experiments. *Corsair* was reclassified (AGSS 435) in April 1960. She continued to operate in Atlantic and Caribbean waters until she was decommissioned and eventually stricken from Navy lists in 1963.

The new holder of the name is the A7A *Corsair II*, a light attack bomber which is a modified version of the F-8 *Crusader*. The new 17,000-pound jet can cut the air at more than 600 miles per hour, and will supplement and eventually replace the A-4 *Skyhawk* attack aircraft. The *Corsairs* are now being used in Vietnam to increase the striking power of the fast attack carrier force.

Navy's swashbuckler, the new *Corsair*, is also on its way to becoming a famous name in the Fleet.

CORSAIRS ALL—USS *Corsair* (SS 435) sailed under the sea. *Below:* this *Corsair*, the F4U, flew in Navy from 1942 to '52. *Bottom:* A7A is now with Fleet.

HEROES and LEADERS

NAVY CROSS

"For extraordinary heroism . . ."

★ **BURNAND, Robert W., Jr.,** Lieutenant, USNR, from 12 to 16 Oct 1966, flying as plane commander of an armored search and rescue helicopter during a series of rescue missions in support of combat operations in Southeast Asia.

★ **DINSMORE, Harry H.,** Captain, Medical Corps, USN, for extraordinary heroism on 1 Oct 1966 while serving as chief of surgery at U. S. Naval Support Activity at Da Nang. CAPT Dinsmore performed surgery to remove a live 60-mm mortar shell from the chest wall of a Vietnamese Army private. The impact fuse of the mortar shell was partially activated and could easily have detonated at any time during the operation.

★ **MACK, Francis W.,** Hospital Corpsman Third Class, USN, posthumously, while serving with a Marine unit as a corpsman when the unit was taken under fire by automatic weapons and snipers from concealed positions in the Cam Lo River Valley, Quang Tri Province, on 17 Aug 1966. He continually exposed himself to enemy fire in order to treat wounded men until he was mortally wounded while rendering first aid to a Marine in an advanced element.

★ **VAMPATELLA, Philip V.,** Lieutenant (jg), USNR, on 21 Jun 1966. Although his aircraft was low on fuel and had been severely damaged by antiaircraft fire, he returned deep in enemy territory to assist two squadron mates being attacked by MIG fighters. He engaged two MIG fighters and shot one down with a missile before disengaging from the aerial battle. He then executed an in-flight refueling from a waiting tanker and successfully returned his crippled fighter to his carrier.

DISTINGUISHED SERVICE MEDAL

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility . . ."

Gold Star in lieu of second award

★ **CLAREY, Bernard A.,** Vice Admiral, USN, as Commander Second Fleet from 22 Aug 1966 to 19 May 1967. VADM Clarey demonstrated outstanding leadership, operational and planning ability and sound judgment in achieving an effective balance between requirements of exercising the fleet at sea for operational training and scheduling time in part for maintenance and morale purposes.

★ **GENTNER, William E., Jr.,** Vice Admiral, USN, as Commander of the United States Taiwan Defense Command from 6 Jul 1964 to 17 Jul 1967. VADM Gentner, through his outstanding leadership, professional skill and diplomacy, was primarily responsible for improved readiness and defense posture in Taiwan.

★ **GOLDBERG, Herschel J.,** Rear Admiral, Supply Corps, USN, as Commander, Naval Supply Systems Command, and Chief of Supply Corps from May 1965 to July 1967. He served with great distinction as administrator of the worldwide Navy Supply System.

★ **HOLMES, Ephraim P.,** Vice Admiral, USN, as Director, Navy Program Planning and Scientific Officer to the Center for Naval Analyses in the Office of the Chief of Naval Operations from 5 Aug 1964 to 3 Jun 1967.

★ **IRVIN, William D.,** Rear Admiral, USN, as Commander Service Force, United States Pacific Fleet, from 2 Apr 1963 to 20 Jul 1965. RADM Irvin initiated an automatic data processing system capability within the service which has been of vast assistance in the control and distribution of ammunition throughout the Pacific Fleet.

★ **McDONALD, David L.,** Admiral, USN, as the Chief of Naval Operations from 1 Aug 1963 to 1 Aug 1967. ADM McDonald's leadership, judgment and professional skill have guided the operating forces of the Navy to ever-increasing standards of operational readiness and combat effectiveness.

SILVER STAR MEDAL

"For conspicuous gallantry and intrepidity in action . . ."

★ **BENSON, Richard E.,** Lieutenant (jg), USNR, on 2 May 1966 while participating in the rescue of a downed airman in North Vietnam. LTJG Benson hovered his helicopter and succeeded in rescuing the airman while under attack from intense enemy fire at very close range.

FOR VIETNAM ACTION—BM1 Claude O. Peverill, USN, Ret., is presented Silver Star and Navy Commendation by CDR J. Hayes, USCG, for action with South Vietnamese junk force.

★ **BIRDWELL, Carl, Jr.,** Commander, USN, on 7 Jul 1966 while leading an element of 10 aircraft in a strike against the Haiphong petroleum storage and transfer facility in North Vietnam.

★ **COOPER, David L.,** Hospitalman, USN, on 25 Sep 1966 while on a combat patrol with a Marine unit south of Da Nang. Hospitalman Cooper advanced through intense fire when the unit was ambushed to administer first aid to wounded men.

★ **ELROD, James T.,** Hospital Corpsman Third Class, USN, posthumously, while serving as a corpsman with a Marine unit which came under heavy Viet Cong fire on 10 Aug 1966. Petty officer Elrod ran through withering fire to aid wounded men until he was mortally wounded.

★ **FURMAN, Richard L.,** Hospital Corpsman Third Class, USN, as a platoon corpsman with a Marine unit on 4 Jul 1966, during a search and destroy operation southwest of Da Nang. When his unit became involved in action against several hundred Viet Cong, he administered first aid to the wounded Marines, shielding them with his own body and eventually carrying the wounded to a safer area.

★ **GIBSON, James R., Jr.,** Hospitalman, USN, on 25 Dec 1965 when the Marine unit with which he was serving came under extremely heavy and accurate machine gun fire. Upon hearing the call for a corpsman, he went to the aid of several fallen Marines and administered first aid. He continued to expose himself to fire as he moved among the wounded to administer first aid and to evacuate them to better cover.

★ **GOLDSTEIN, Paul A.,** Hospitalman, USN, while serving with a Marine unit in the Republic of Vietnam on 21 Mar 1966. Hospitalman Goldstein successfully rescued the pilot of a helicopter which crashed in flames in a rice paddy. Despite exploding grenades and intense heat, he pulled the pilot from the helo, sustaining painful burns and being temporarily blinded when the rotor blades exploded.

★ **JOHNSON, Charles E.,** Hospital Corpsman Third Class, USN, while serving with a Marine unit during an engagement with Viet Cong forces on 23 Aug 1966. While treating a wounded Marine, he protected him against further attack.

★ **KRIST, Matthew J.,** Hospital Corpsman Third Class, USN, posthumously, while serving with a Marine unit which came under attack near a captured Viet Cong camp in the mountains southwest of Da Nang on 21 Aug 1966. Petty Officer Krist went to the aid of a fire team which was engaged at point-blank range, and continued to administer to the wounded until mortally wounded.

★ **LEITNER, Terry L.,** Hospitalman, USN, while serving with a Marine unit subjected to intense mortar fire by Viet Cong forces. He ran to the aid of wounded men even though he also sustained a serious wound. At one point he insisted that he be carried to a fallen Marine so that he could render first aid.

★ **LEWANDOWSKI, Michael J., Hospital Corpsman Second Class, USN,** while serving as senior corpsman with a Marine unit on 18 Mar 1966. On more than 17 separate occasions, he exposed himself to heavy enemy fire to administer aid to fallen men when the unit was attacked by Viet Cong forces.

★ **MARR, Harold L., Commander, USN,** on 12 Jun 1966 when his flight of four FB CRUSADER jets was attacked by four North Vietnamese MIG 17 fighters. He shot down one of the enemy aircraft and damaged another in leading his unit in the low-level ensuing engagement.

★ **MATTICKS, Robert W., Hospital Corpsman Third Class, USN,** while serving with a Marine unit which made contact with a large Viet Cong force on 4 Mar 1966. Petty Officer Matticks exposed himself to fire to treat fallen Marines, and on two occasions treated men who were lying within six feet of an enemy machine gun emplacement.

★ **MULLEN, Thomas A., Hospitalman, USN,** as a corpsman with a Marine Unit on 14 Feb 1966. Hospitalman Mullen treated wounded men blown off an amphibian tractor which detonated a land mine, and then entered the tractor to pull others to safety, shielding them with his body as the tractor exploded.

★ **PORTERFIELD, David E., Hospitalman, USN,** posthumously, in action on 18 Jul 1966 while serving as a corpsman with a Marine unit in Vietnam. Hospitalman Porterfield left his position of relative safety to administer aid to fallen members of the unit and was himself mortally wounded. He continued to render medical assistance to others until he succumbed from his own wounds.

★ **POWELL, James R., Jr., Commander, USN,** as strike leader of a flight of 20 strike aircraft and 18 support aircraft against the thermal power plant in Haiphong, North Vietnam, on 20 Apr 1967.

★ **SCEARSE, Roger D., Hospitalman, USN,** while serving with a Marine unit on 11 Jun 1966. When his platoon detonated an antipersonnel mine, he treated several wounded although himself injured in both arms and legs. He realized the platoon was in the middle of a mine field and shouted instructions to clear the area.

★ **SCHULTZ, Steven O., Hospital Corpsman Third Class, USN,** posthumously, while serving with a Marine unit in Quang Tri Province on 23 Jul 1966. When his unit was ambushed by a North Vietnamese company, Petty Officer Schultz exposed himself to intense fire to give medical aid to the wounded until he sustained a mortal wound from an exploding shell.

★ **SOUTHERN, Joe F., Hospital Corpsman Third Class, USN,** while serving with a Marine unit which was attacked by Viet Cong on 26 Aug 1966. Petty Officer Southern moved to the wounded and began administering medical aid although himself seriously wounded in the face by enemy fire.

★ **STEWARD, Larry J., Hospital Corpsman Third Class, USN,** while serving with a Marine unit in combat against a Viet Cong force on 5 Jan 1966. Corpsman Steward administered first aid to the wounded men in his unit, and after being seriously wounded himself, directed the treatment of several others.

BRONZE STAR with combat V is presented to CDR Robert J. Brabant by CAPT Edwin Rosenberg during ceremonies aboard *USS Canberra.*

★ **TOLBERT, Clarence O., Lieutenant, USN,** while serving as a pilot on 1 May 1966, during a strike against an enemy surface-to-air missile site in North Vietnam. He exposed himself to a missile firing in order to locate the site and then made several attacks. He successfully brought his aircraft back aboard ship using emergency manual flight controls after sustaining severe antiaircraft bursts.

★ **WILEEN, Gordon C., Lieutenant, USNR,** during an air rescue mission deep in enemy territory in North Vietnam on 7 Nov 1965. He persisted in searching even though sustaining damage to his aircraft from heavy antiaircraft fire. LT Wileen then minimized further damage to his aircraft when he was forced to crash-land at a friendly airfield.

★ **WILLIAMSON, Michael L., Hospitalman, USN,** while serving with a Marine unit which was brought under attack at night near the village of Dong Phuoc on 3 Apr 1966. Although he was wounded in the arm, neck and legs by an exploding grenade, Hospitalman Williamson continued to treat the wounded Marines until their evacuation.

LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the government of the United States . . ."

Gold star in lieu of second award
★ **BARDSHAR, Frederic A., Rear Admiral, USN,** from January 1965 through June 1967 as Chief, Requirements and Development Division, Plans and Policy Directorate, Organization of the Joint Chiefs of Staff.

Gold star in lieu of second award
★ **BIERI, Bernhard H., Jr., Rear Admiral, Supply Corps, USN,** from 2 Apr 1965 to 12 Jun 1967 as fleet and force supply officer on the staff of Commander Service Force, U. S. Pacific Fleet, and while serving on the staff of the Commander in Chief, U. S. Pacific Fleet.

★ **BURKHARDT, John, Jr., Captain, Supply Corps, USN,** as Chief, Office of Logistics, National Security Agency, during the period October 1962 to July 1966.

★ **CHRISTENSEN, Don C., Captain, Supply Corps, USN,** from August 1964 to February 1967 as force supply officer for Commander Cruiser-Destroyer Force, U. S. Pacific Fleet.

Gold star in lieu of second award
★ **CONNOLLY, Thomas F., Vice Admiral, USN,** from 31 Oct 1965 to 1 Nov 1966 as Commander Naval Air Force, U. S. Pacific Fleet.

★ **COSTAGLIOLA, Francesco, Captain, USN,** as Principal Military Assistant to the Assistant to the Secretary of Defense (Atomic Energy) from 20 May 1964 to 13 Mar 1967, and as Deputy Assistant to the Secretary of Defense (Atomic Energy) from the inception of this position on 14 Mar 1967 to 31 Jul 1967.

★ **DAVIDSON, William E., Captain, Civil Engineer Corps, USN,** from March 1963 through June 1966 as Deputy Commander of the Pacific Division, Naval Facilities Engineering Command, and as Chief of Staff to the Commander, Naval Construction Battalions, Pacific.

Gold star in lieu of second award
★ **DORNIN, Marshall E., Rear Admiral, USN,** from 18 Jun 1965 to 9 Aug 1967 as Commander Operational Test and Evaluation Force.

★ **DUNCAN, George C., Captain, USN,** from 3 Aug 1964 to 12 Sep 1966 as Chief of Staff and Aide, Commander Naval Air Force, U. S. Pacific Fleet.

★ **FERRITER, John B., Captain, USN,** from June 1966 through June 1967 as commanding officer, U. S. Naval Amphibious Base Little Creek, Norfolk, Va.

★ **GRANT, Sybil A., Commander, USN,** from July 1962 through April 1967 while serving on the staff of the Commandant, Fifth Naval District/Commander, Naval Base, Norfolk.

★ **HUMES, James J., Captain, Medical Corps, USN,** from 24 Aug 1960 to 30 Jun 1967 as Director of Laboratories, Naval Medical School, National Naval Medical Center, Bethesda, Md., and as consultant to the Surgeon General of the Navy on laboratory medicine and blood programs.

★ **IIAMS, Meryl A., Captain, USN,** from August 1964 through June 1967 as a staff operations officer in the Operations Directorate, Joint Staff, Organization of the Joint Chiefs of Staff.

★ **JAMES, David R., Sr., Lieutenant Commander, Medical Corps, USN,** from November 1965 to February 1967 as Chief of Surgery, U. S. Naval Hospital, Subic Bay, Republic of the Philippines.

Gold star in lieu of third award
★ **JAAP, Joseph A., Rear Admiral, USN,** from June 1966 through June 1967 as Commander Fleet Air Whidbey and Commander Fleet Air Wing Four.

★ **KAUFMAN, Robert K., Captain, USN,** from October 1964 through May 1967 as a member of the requirements and development division, plans and policy directorate, Organization of the Joint Chiefs of Staff.

Gold star in lieu of second award
★ **KELLEY, John L., Jr.,** Captain, USN, from August 1964 to February 1967 as Assistant Chief of Staff for Communications and Electronics, Allied Forces Southern Europe.

★ **KIMBALL, Leland P., Jr.,** Rear Admiral, Supply Corps, USN, from 17 Sep 1962 to 31 Mar 1967 as Commanding Officer, U. S. Naval Supply Center, San Diego, Calif.

★ **KING, David A., Jr.,** Captain, USN, from August 1964 to May 1967 as a member of the Strategic Plans and Policy Division, J-5 (Plans and Policy) Directorate, Organization of the Joint Chiefs of Staff.

Gold star in lieu of second award
★ **KIRN, Louis J.,** Rear Admiral, USN, as Deputy Director, Joint Staff, from January 1965 to January 1966, and as Vice Director, Joint Staff, Organization of the Joint Chiefs of Staff, from January through December 1966.

★ **KREAMER, Walter H.,** Captain, USN, as Chief of the Office of Telecommunications Services, National Security Agency from December 1962 to July 1966.

★**LEYDON, John K.,** Rear Admiral, USN, from June 1964 to June 1967 as Chief of Naval Research. RADM Leydon has made major contributions to the scientific and engineering achievements of the Office of Naval Research.

★ **LILLY, Percy A., Jr.,** Captain, USN, from September 1965 to June 1967 as Assistant Chief of Staff for Operations to the Commander in Chief, U. S. Pacific Fleet.

★ **LITTLE, Ashley J.,** Captain, USN, from July 1965 through May 1967 as Plans, Policy and Curriculum Officer of Academic Plans and Research of the Industrial College of the Armed Forces.

★ **LUKER, George R.,** Rear Admiral, USN, from 28 Apr 1964 to 30 Jun 1966 as Chief, Military Assistance Advisory Group, Japan.

Gold star in lieu of second award
★ **LUKER, George R.,** Rear Admiral, USN, from August 1966 to June 1967 as Commandant Third Naval District.

Gold star in lieu of second award
★ **LYNCH, John J.,** Rear Admiral, USN, from September 1965 to March 1967 as Chief of Naval Air Basic Training, Naval Air Station Pensacola, Fla.

Gold star in lieu of second award
★ **LYNCH, Richard B.,** Rear Admiral, USN, from June 1965 through June 1967 as Chief, European Division, Plans and Policy Directorate, Organization of the Joint Chiefs of Staff.

DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight . . ."

★ **BARBER, Robert F.,** Lieutenant, USN, posthumously, from 1 July to 18 Sep 1965, while serving as bombardier/navigator of an A6A aircraft. On the night of 18 September, he located enemy patrol vessels in the Gulf of Tonkin and illuminated them with flares although under heavy enemy fire.

★ **BENNETT, Andrew J.,** Lieutenant, USN, for heroism on 25 Sep 1966, as flight leader of four A4C aircraft in an attack on the Dan Phong Thuong railroad bypass bridge in North Vietnam.

SILVER STAR WINNER—RMC Frank R. Spatt receives Silver Star from CAPT B. C. Spell for performance in Vietnam river patrol force.

★ **CARPENTER, Malcolm S.,** Commander, USN, while participating in aerial flight as an astronaut with NASA on 24 May 1962 aboard AURORA 7. CDR Carpenter was in flight 4.9 hours for a total of three orbits.

★ **CERNAN, Eugene A.,** Commander, USN, while participating in aerial flight as an astronaut with NASA from 3 to 6 Jun 1966, aboard GEMINI IX-A. Pilot Cernan completed a flight of 72 hours and 21 minutes for a total of 47 orbits.

Gold star in lieu of second award
★ **CONRAD, Charles, Jr.,** Commander, USN, as an astronaut with NASA from 12 to 15 Sep 1966 aboard GEMINI XI. Pilot Conrad completed a flight of 71 hours and 17 minutes for a total of 47 orbits.

★ **CRAWFORD, Bennett P.,** Lieutenant, USNR, on 19 Jan 1967, as radar intercept officer in the strike leader's aircraft during a 22-plane attack on the Dong Phong Thuong highway bridge and railroad marshalling yard in North Vietnam. LT Crawford employed navigational aids to lead the group to the target area.

★ **DARRAN, Walter W., Jr.,** Lieutenant, USN, as a wingman on a rescue combat air patrol on 10 Sep 1965, conducting a search at extremely low altitudes in the face of intense fire.

★ **GINN, James T.,** Lieutenant Commander, USN, on 21 Nov 1966, as a flak suppressor during a strike against the surface-to-air missile support facility at Haiphong, North Vietnam.

Gold star in lieu of second award
★ **GORDON, Richard F., Jr.,** Commander, USN, as an astronaut with NASA from 12 to 15 Sep 1966, aboard GEMINI XI. Pilot Gordon completed a space flight of 71 hours and 16 minutes accomplishing many firsts in space flight.

★ **HAINES, Douglas M.,** Lieutenant (jg), on 10 Sep 1965 as a wingman on a rescue combat air patrol searching for a downed pilot in an area of heavy antiaircraft fire. He remained in the area until forced to retire due to damage to his aircraft.

★ **HARRINGTON, Frank H.,** Lieutenant, USNR, posthumously, on 14 Dec 1966, as flight leader of a flak suppression element during a group strike on the Van Dien vehicle support depot at Hanoi.

★ **JONES, James G.,** Lieutenant (jg), USN, posthumously, on 11 Nov 1966, as flak suppressor in a two-carrier strike effort against the Ninh Binh railroad yards which were formidably defended by antiaircraft batteries.

★ **KEESEY, Ivan L.,** Lieutenant, USNR, on 25 Jun 1966, as section leader in a flight of four aircraft in a successful attack against the Phuc Thrac railroad bridge along Route 15 in North Vietnam.

★ **KRAUS, William L.,** Lieutenant, USNR, as a wingman in a division of four A4C aircraft assigned to strike the heavily defended Phuong Dinh railroad/highway bridge north of Thanh Hoa on 24 Sep 1966.

★ **LOVELL, James A., Jr.,** Captain, USN, as an astronaut with NASA from 4 to 18 Dec 1965 aboard GEMINI VI. Pilot Lovell completed a space flight of 330 hours and 35 minutes for a total of 206 orbits.

Gold star in lieu of second award.
★ **LOVELL, James A., Jr.,** Captain, USN, as an astronaut with NASA from 11 to 15 Nov 1966 aboard GEMINI XII. Command pilot Lovell completed a space flight of 94 hours and 34 minutes for a total of 63 orbits.

★ **McKEOWN, Ronald E.,** Lieutenant, USN, on 1 Oct 1966 while flying an F4B as fighter escort for a photographic reconnaissance aircraft during a mission over Haiphong, North Vietnam.

★ **MONGILARDI, Peter, Jr.,** Commander, USN, posthumously, while leader of strike groups during retaliatory air strikes against targets in Dong Hoi, North Vietnam, on 7 and 11 Feb 1965.

Gold star in lieu of second award
★ **MONGILARDI, Peter, Jr.,** Commander, USN, posthumously, while assigned as a strike element leader participating in an air strike against Bach Long Vi Island in North Vietnam on 29 Mar 1965.

Gold star in lieu of third award
★ **MONGILARDI, Peter, Jr.,** Commander, USN, posthumously, during operations against military installations and supply lines in North Vietnam as strike leader from 20 April to 28 May 1965.

★ **POWELL, James R., Jr.,** Commander, USN, as the division leader of four A4 aircraft attacking the port facility of Vinh, North Vietnam, on 24 Dec 1965.

Gold star in lieu of second award
★ **POWELL, James R., Jr.,** Commander, USN, on 12 Apr 1966 while assigned as strike leader of a group of 16 A4 and FB aircraft, whose mission was to destroy the Tam Yuan Thong highway bridges and the Gia Hoa transshipment and supply depot located in the heavily defended Vinh/Ben Thuy complex of North Vietnam.

★ REYES, Paul R., Lieutenant, USNR, on 30 Aug 1966 as flight leader of a section of A4 aircraft participating in a night reconnaissance mission over Route 18, north of Cam Pha, North Vietnam.

Gold star in lieu of second award
★ SCHIRRA, Walter M., Jr., Captain, USN, as an astronaut with NASA on 3 Oct 1962 aboard SIGMA 7. CAPT. Schirra was in flight for 9.2 hours for a total of six orbits.

Gold star in lieu of third award
★ SCHIRRA, Walter M., Jr., Captain, USN, as an astronaut with NASA on 15 Dec 1965 aboard GEMINI VI. Command pilot Schirra was in flight for 25 hours and 51 minutes for a total of 15 orbits.

★ SHEPARD, Alan B., Jr., Captain, USN, as an astronaut with NASA on 5 May 1961. As America's first man in space, CAPT Shepard, aboard FREEDOM 7, was in flight 15 minutes and 22 seconds and was weightless a third of that time.

★ SMITH, Ralph F., Commander, USN, on 20 May 1965 in planning and execution of a critical strike against a major port and repair facility for enemy torpedo patrol boats located near Vinh, North Vietnam.

★ SULLIVAN, Martin J., Lieutenant Commander, USN, posthumously, while leading a flight of four flak-suppressor aircraft to the Tam Da highway and railroad bridge, an important link in the transportation of supplies and armament between the northern supply depots and Vinh, North Vietnam, on 5 Feb 1967.

Gold star in lieu of second award
★ YOUNG, John W., Commander, USN, as an astronaut with NASA on 23 Mar 1965 aboard GEMINI III. As pilot in this first manned orbital maneuvers mission, CDR Young was in flight for four hours and 53 minutes for a total of three orbits.

Gold star in lieu of third award
★ YOUNG, John W., Commander, USN, as an astronaut with NASA from 18 to 21 Jul 1966 aboard GEMINI X. As command pilot, he was in flight for 70 hours and 47 minutes for a total of 46 orbits.

NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy . . ."

★ BAKER, Willy S., Chief Machinery Repairman, USN, posthumously, while helping his shipmates escape from capsized PCF 77 at the entrance of Thuan An River at Hue, Republic of Vietnam, on 15 Nov 1966.

★ BENNETT, Tillimon R., Airman, USN, while fighting a major shipboard fire on USS ORISKANY (CVA 34) on 26 Oct 1966, during combat operations in Southeast Asia.

★ BLAKELY, Josslyn F., Jr., Lieutenant, USNR, posthumously, for heroism and meritorious achievement in aerial flight as pilot of a helicopter embarked in USS ORISKANY during rescue operations to save personnel aboard a grounded British ore carrier on 16 Sep 1966.

★ BROOKS, Henry K., Aviation Boatswain's Mate Second Class, USN, for heroism while fighting a major fire aboard USS ORISKANY during combat operations in Southeast Asia on 26 Oct 1966.

★ BROWN, Francis T., Commander, USN, for heroism on 26 Oct 1966, while fighting a major fire aboard USS ORISKANY during combat operations in Southeast Asia.

★ DAVIS, Fred N., Shipfitter First Class, USN, for heroism on 6 Oct 1966, while serving in USS ESCAPE (ARS 6) berthed at San Juan, Puerto Rico. Petty Officer Davis attempted the rescue of civilian workmen who were overcome by lethal fumes.

★ FARTHING, Charles W., Chief Dental Technician, USN, for heroism on 17 Aug 1966, while serving with a Marine division in Vietnam. Chief Farthing helped rescue victims of a burning Vietnamese village.

★ FENNER, Neal A., Seaman Apprentice, USNR, for heroism while serving on temporary additional duty to the Port Commander, Vung Ro Bay, on 5 Apr 1967, as operator of a small, Class Two Patrol Boat. Fenner rescued Army personnel who jumped into flaming water after their LARC-V was sunk due to an explosion of a MOGAS pipeline.

★ FLETCHER, Walter S., Aviation Boatswain's Mate Third Class, USN, for heroism in connection with a major shipboard fire while serving in USS ORISKANY on 26 Oct 1966, during combat operations in Southeast Asia.

★ GANUN, Gilbert A., Lieutenant (jg), USNR, for heroism on 1 Nov 1966, while serving as officer in charge of the forward cargo station, USS VALLEY FORGE (LPH 8), during offlooding of landing force personnel and equipment at Da Nang, South Vietnam.

★ GILA, Richard A., Aviation Electronics Technician Third Class, USN, for heroism on 15 Apr 1964, while stationed at the Naval Air Station at Moffett Field, Calif. Gila rescued a young girl who was caught in heavy surf off Lighthouse Point, Santa Cruz.

BRONZE STAR—BM1 Raymond R. Carter is awarded the Bronze Star with Combat V for his part in capture of Viet Cong craft on Bassac River.

★ GIVENS, Michael J., Seaman, USN, for heroism on 11 Mar 1967 while serving aboard USS CHASE COUNTY (LST 532) in assisting in rescuing 29 survivors of the wrecks of two Japanese fishing boats at Bombay Reef in the China Sea.

★ HECKERT, Paul J., Jr., Chief Hospital Corpsman, USN, for heroism on 6 Oct 1966, while serving aboard USS ESCAPE (ARS 6) berthed at San Juan, Puerto Rico. Petty Officer Heckert entered an unventilated space to assist in the recovery of a victim overcome by lethal fumes.

★ JEBB, William T., Jr., Lieutenant (jg), USNR, for heroism on 28 Sep 1966, in rescuing a Vietnamese child from drowning in the Cua Viet River.

★ JOHNSON, John B., Chief Aviation Electrician's Mate, USN, for heroism in connection with a major shipboard fire while embarked in USS ORISKANY (CVA 34) during combat operations in Southeast Asia on 26 Oct 1966.

★ KEHOE, Richard J., Chief Commissaryman, USN, for heroism on 11 Mar 1967, while serving on board USS CHASE COUNTY (LST 532) in assisting in the rescue of 29 Japanese survivors of the wrecks of two fishing boats at Bombay Reef in the China Sea.

★ KING, Orville C., Jr., Chief Warrant Officer, USN, for heroism on 26 Oct 1966, while fighting a major fire aboard USS ORISKANY (CVA 34) during combat operations in Southeast Asia.

★ LOUPE, Alvin P., Chief Electrician's Mate, USN, for heroism on 6 Oct 1966, while serving aboard USS ESCAPE (ARS 6) at San Juan, Puerto Rico. Chief Loupe aided in the rescue of two civilian workers who were trapped in a gasoline void.

★ MacDONALD, Peter S., Personnelman First Class, USN, for heroism on 28 Sep 1966, in rescuing two Vietnamese fishermen from drowning in the Cua Viet River.

★ McCLASKEY, William J., Seaman, USN, for heroism on 15 Aug 1966, while serving aboard USS BERKELEY (DDG 15). Seaman McClaskey effected the rescue of a shipmate who was knocked unconscious on a piling and log fender after falling from the main deck.

★ McCLEARY, Jerry E., Boatswain's Mate Third Class, USN, for heroism on 16 Dec 1966, when he rescued a fellow sailor who had fallen overboard between two ships at the Da Nang Naval Base.

★ PARDI, Michael T., Airman, USN, for heroism in connection with a major shipboard fire while serving aboard USS ORISKANY (CVA 34) on 26 Oct 1966.

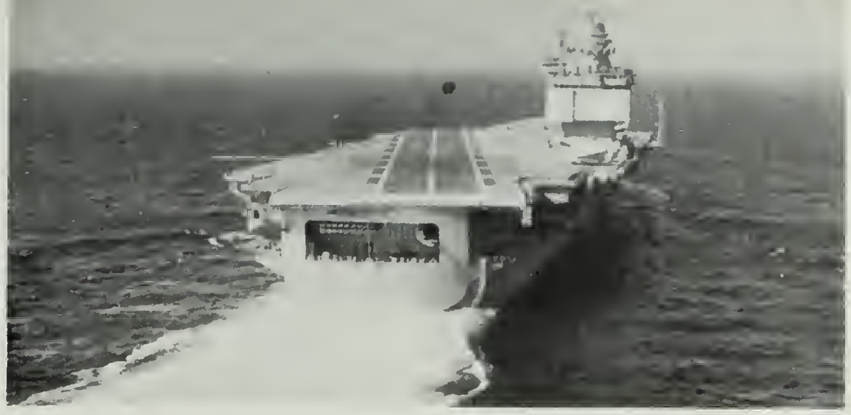
★ PETTY, Howard C., Lieutenant, USNR, while serving aboard USS ORISKANY (CVA 34) on 26 Oct 1966, during a major shipboard fire which occurred while the ship was operating off Southeast Asia.

★ ROSE, Romey A. L., Storekeeper Third Class, USN, for heroism in connection with a major shipboard fire on USS ORISKANY (CVA 34) on 26 Oct 1966, while the ship was operating off the coast of Vietnam.

★ SOAVE, Francis J., Jr., Airman, USN, for heroism in connection with a major shipboard fire on 26 Oct 1966, while serving aboard USS ORISKANY (CVA 34) which was operating off the coast of Southeast Asia.

★ **WILBOURNE**, David G., Lieutenant (jg), USN, for heroism on 15 Nov 1966, while serving aboard PCF 77 at Hue, Vietnam. LTJG Wilbourne attempted the rescue of several shipmates who were trapped in the after cabin of the sinking craft.

★ **WILLIAMSON**, Robert R., Jr., Lieutenant (jg), USN, for heroism on 26 Oct 1966 in connection with a major shipboard fire while serving as Fire Marshall aboard USS ORISKANY (CVA 34) while the ship was launching combat strikes against communist forces in Southeast Asia.



BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operations . . ."

★ **ALVIS**, John H., Commander, USN, as commanding officer, Attack Squadron 112 from 7 July to 31 Dec 1966, in connection with operations against enemy forces in Vietnam. The Combat Distinguishing Device is Authorized.

★ **ASHERMAN**, Aldon M., Jr., Hospital Corpsman Third Class, USN, posthumously, for heroic achievement on 29 May 1966 in connection with operations against the enemy while serving with a Marine unit in the vicinity of Ca Bi Thanh Tan, Vietnam. The Combat Distinguishing Device is Authorized.

Gold star in lieu of second award

★ **CANBY**, Edmund B., Chief Gunner's Mate, USN, while serving with friendly foreign forces engaged in armed conflict against communist insurgent forces in the Republic of Vietnam on 29 Nov 1966. The Combat Distinguishing Device is Authorized.

★ **GRACHTRUP**, John N., Hospital Corpsman Third Class, USN, posthumously, for heroic achievement on 9 Dec 1966 in connection with operations against hostile forces while serving with a Marine unit in the Republic of Vietnam. The Combat Distinguishing Device is Authorized.

★ **HASTON**, Richard L., Hospitalman, USN, for heroic achievement on 16 Dec 1965 while serving as a corpsman with a Marine platoon which was subjected to mortar and small arms fire near Ba-Ta, Vietnam. The Combat Distinguishing Device is Authorized.

★ **JACKSON**, John P., Lieutenant, USN, while serving as senior advisor to the Vietnamese 26th River Assault Group from 16 Aug 1965 to 25 Jul 1966. The Combat Distinguishing Device is Authorized.

★ **KEOUGH**, Raymond F., Commander, USN, as commanding officer of USS PICKING (DD 685) which was assigned to Operation Sea Dragon in the Gulf of Tonkin and, as a member of Task Unit 77.1.1, participated in the initial destroyer bombardment of North Vietnam. The Combat Distinguishing Device is Authorized.

★ **NELSON**, Dennis R., Hospitalman, USN, for heroic achievement on 10 Aug 1966 while serving as a corpsman with a Marine unit which was ambushed by Viet Cong forces in the vicinity of Tam Ky, Vietnam. The Combat Distinguishing Device is Authorized.

★ **SMITH**, David R., Lieutenant Commander, USN, while serving as advisor to Vietnamese Navy Coastal Group 31 and participating in 11 combat operations from 8 May 1965 to 2 May 1966.

MEDAL WINNER—LT Samuel D'Amato receives the Bronze Star from CAPT Carl Cruse, commanding officer of *USS Vancouver* (LPD 2).

Navymen of the Month, the Quarter, and Year

The reward for a thing well done, according to poet Ralph Waldo Emerson, is simply to have done whatever needed doing.

That bit of philosophy, however, just isn't good enough for 20th century naval standards. Many commanding officers promote the principle that individual achievement warrants public recognition and therefore foster such programs as Bluejacket of the Month, Sailor of the Quarter, and Navyman of the Year.

Individuals so honored are examples of what constitutes a good teammate, whether he be aboard ship, with an air squadron or stationed ashore, at home or abroad.

Among the vast numbers of Navymen to receive the awards this year, selecting a few at random, are: HM1 Paul M. Wilde, YN1 Richard A. Doney, AM1 Morris E. Carlson, and PC1 Harry W. McNew.

Wilde was selected as Helicopter Training Squadron Eight's *Man of the Year* at Pensacola, Fla., on the basis of his performance in the pharmaceutical section of Ellyson Field's medical department.

Doney was acclaimed *Sailor of the Month* at NAS Willow Grove, Pa., while Carlson was named Bluejacket of the Quarter aboard the carrier USS *Kearsarge* (CVS 33), homeported at Long Beach, Calif.

Doney's selection was based on a nomination submitted to the Willow Grove commanding officer by his administrative officer. It reads, in part: "Petty Officer Doney's performance in all categories can be termed nothing other than outstanding."

Carlson, who works in the aircraft maintenance division of *Kearsarge*, was recognized for his "continual distinguished performance in his work as a first rate structural mechanic." He was also selected as the ship's candidate for the Long Beach City *Bluejacket of the Year.*

Meanwhile, another "first rate" *Navyman of the Quarter*, McNew, was being selected a third of the way around the world in Sigonella, Sicily. In addition to his title, McNew was awarded a three-day pass, $50 in cash, and a steak dinner at the EM Club as the guest of honor.

Rewards such as these are typical of those received by recognized outstanding individuals. Of course, the measure of recognition given any one person is up to the command.

TAFFRAIL TALK

It's about those title contractions. Navalese, some folks call them. By and large, they're not hard to get along with. BuPers, for example. Nothing difficult about that. CincPacFlt, NavStaCom. And then there was BuSandA, which was also the name of a racehorse. Now it's NavSupCom. The command, that is. One gets used to, and learns to accept, such matters. All in a day's work.

But there comes a time . . .

Suppose you meet a girl for the first time. You're hitting it off well, the conversation flows easily. Things are groovy. Then she does it. She asks the inevitable question.

"Where do you work?"

"FicPacFacFapl," you answer proudly.

"I said, where do you work?"

"FicPacFacFapl," once more, with feeling.

So she laughs. Or gets mad. In either case, it's the end of what could have been a meaningful relationship. Navalese has done it again.

Or you're late for work one morning, and you hail a cab. "FicPacFacFapl-and-hurry." It's better you should walk.

Or a police officer stops you and asks you where you're going, or coming from, as the case may be. Either way, you end up with a fat lip.

These are just some of the problems faced by the men stationed at Fleet Intelligence Center Pacific Facility, Fleet Air Photo Lab, an around-the-clock operation specializing in aerial reconnaissance photography.

There is a way around using . . . er, that abbreviation, according to Ensign Bill Dutcher, who told us about . . . the photo lab. Whenever he wants to take a cab to that place, he says "Just go straight ahead. I'll tell you where to make the turns."

Now that's good thinking if we ever saw it.

★ ★ ★

As a youngster, you probably wondered what you would do if confronted with a mountain of gumdrops. Or maybe you thought about a chocolate sundae 10 feet high. But you knew it would never happen, right?

Four Seabees who work in Mobile Construction Battalion 74's ice plant must have had the same kind of daydreams, only they decided to see what happens when that kind of dream comes true.

The men had noticed how much the Vietnamese children seemed to like popsicles, and they wondered what would be the reaction to a giant one. Using a five-foot-long two-by-four for the stick, the four Seabees manufactured a 100-pound, cherry flavored popsicle. When the popsicle was frozen, it was loaded onto a truck and taken out to the hamlet of Trung Nghia.

When the children of the hamlet found out what the truck was carrying, the word was spread quickly, and within minutes the truck was surrounded by pushing, jostling, delighted children. The maxi-sicle lasted a mere 20 minutes. Even the stick was carried off.

Members of MCB-74's popsicle construction team include: Utilitiesman Second Class Donnie G. Doublas, Utilitiesman Third Class Charles R. Matthis, and Utilitiesman Constructionmen Jerald E. Hirchman, and Stephen D. Smith.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keynotes of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

Here are a few suggestions for preparing and submitting material:

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event must be received before the first day of the month preceding the month of intended publication.

Address material to Editor, ALL HANDS, 1809 Arlington Annex, Navy Department, Washington, D.C. 20370.

• **AT RIGHT** — Wheels Down — An RA5C *Vigilante* casts a shadow on the wake of *USS Independence* (CVA 62) as the aircraft nears a landing aboard the ship during a Mediterranean deployment.—Photo by Wilfred L. Love, LT, USN.

GO NAVY

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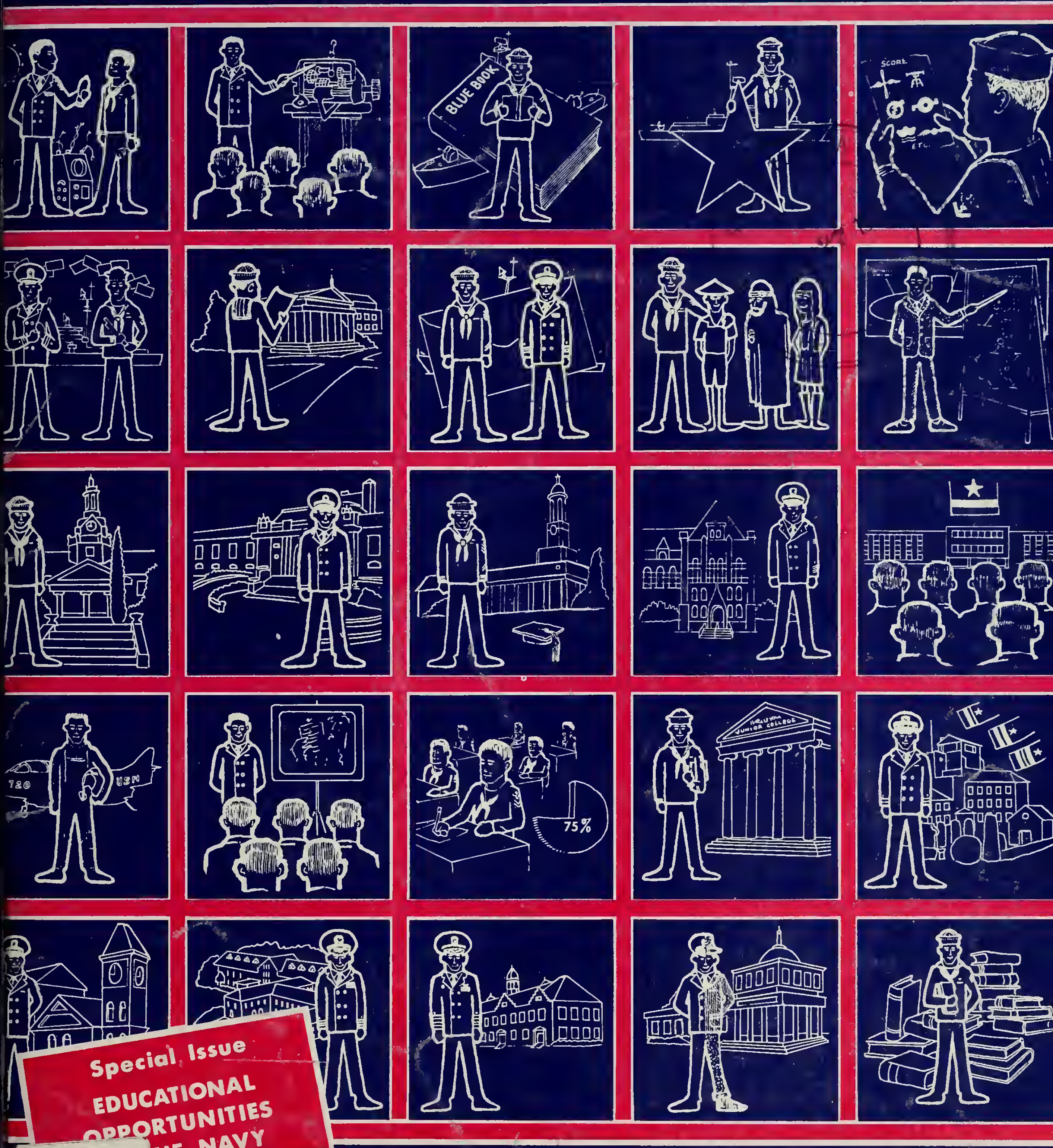
ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION



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THE NAVY

DECEMBER 1967

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The Bureau invites requests for additional copies as necessary to comply with the basic directives.

The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number of copies is not received regularly.

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ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

DECEMBER 1967 Nav-Pers-O NUMBER 611

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The Chief of Naval Personnel
REAR ADMIRAL BERNARD M. STREAN, USN
The Deputy Chief of Naval Personnel
CAPTAIN JAMES G. ANDREWS, USN
Assistant Chief for Morale Services

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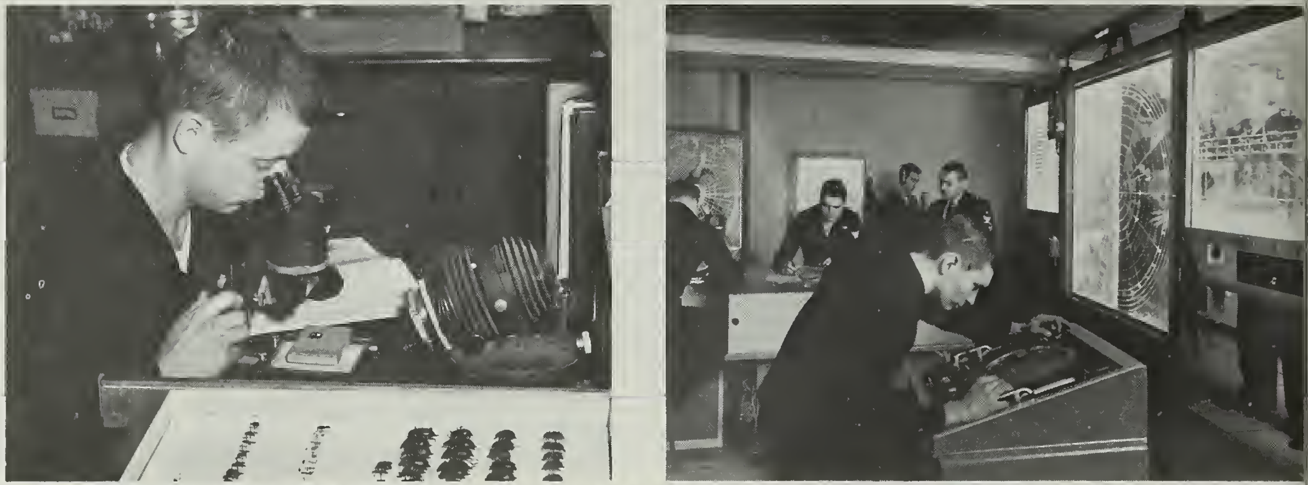
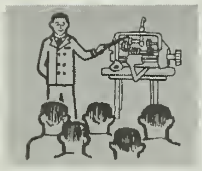
- FRONT COVER: NAVY EDUCATION—ALL HANDS artists used this month's cover to depict some of the educational opportunities in the Navy. All are explained on the following pages of this special issue. (TOP ROW, LEFT TO RIGHT) On-the-job training; Navy Vocational Training Schools; Navy Training Manuals; STAR program; and SCORE. (SECOND ROW) Navy Correspondence Courses; Evaluation of Service Experience; USAFI; Language Study; and Instructor Hire. (THIRD ROW) Naval Prep School; Naval Academy; NESEP; NROTC; Officer Candidate School. (FOURTH ROW) AOC; PACE program; Tuition Aid; ADCOP; Undergraduate Education program. (FIFTH ROW) Officer Degree Completion program; Postgraduate School; Naval War College; the Cold War GI Bill; and Library Services.

- CREDIT: All photographs published in ALL HANDS Magazine are official Department of Defense photos unless otherwise designated.



LEARNING—A Navyman's training is a full-time project giving him knowledge of his field.



The A, B, C's of Navy

THE MAN who succeeds today in the Navy must have a thorough knowledge of his basic duties and of his specialty.

How does he achieve this?

Through planned training, both formal and on-the-job—that's the story in a nutshell.

The formal phase, the ABCs so to speak, is conducted for enlisted personnel at the Navy's Service School Commands and other training centers such as the Fleet Training Center, San Diego. The on-the-job training, as a rule, is received and applied between and after the formal sessions.

In other words, a man's training in the Navy is a full-time project, one which is in effect every hour of every day of every week of every month of every year he is on active duty.

This chain of training actually begins in basic training where the foundation is laid for his Navy career, no matter how long it may last. It is from the Naval Training Centers that more than 50 per cent of all prospective students are earmarked for specialty training in Class "A" schools.

BuPers-controlled Class "A" schools receive about 40,000 students, while aviation Class "A" schools receive nearly 14,000 and medical Class "A" schools log in more than 10,000.

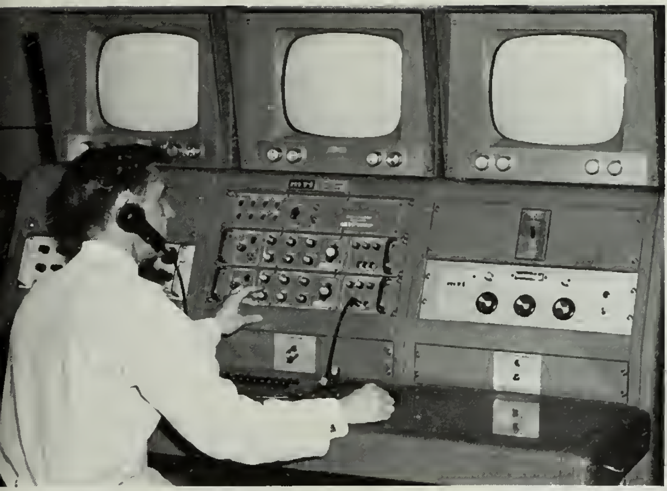
The remaining 40,000 recruits of the average 104,000 annual enlistees are sent directly to the operating forces afloat and ashore where they are geared into the rating programs by on-the-job training.

BuPers Class "A" schools—there are 56 in session today—range in length from five to 38 weeks. For instance, the Postal Clerk schools located in both Bainbridge, Md., and San Diego run five weeks in duration, whereas the Electronics Technician schools located in Great Lakes and on Treasure Island have 38-week curricula.

When an individual has graduated from Class "A" school and, as a rule, has spent some time on the job, he may seek more technical knowledge of his specialty through advanced training, primarily through Class "B" and "C" schools.

THERE ARE 23 BuPers Class "B" schools in existence which offer from seven to 46 weeks of advanced train-

ALL EYES are on landing gear during a class in aviation "A" school. *Rt:* Aviation weather students get word.



TV TEACHER—TV technician monitors lesson at DT school. *Rt:* Students work at shipfitters' school, NTC, San Diego.

Knowledge

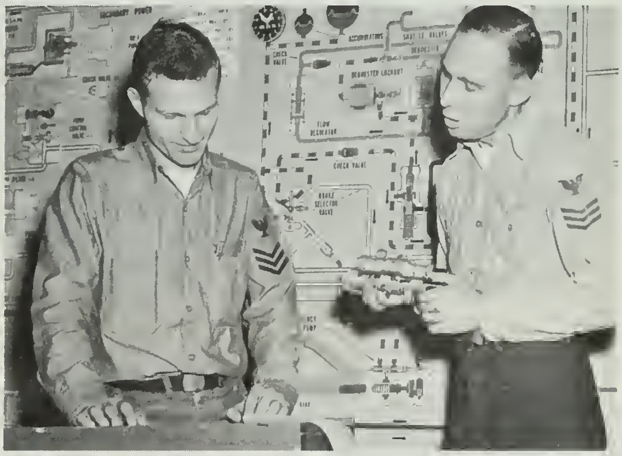
ing to about 5000 individuals each year. Career petty officers attending these advanced schools are able to keep abreast of the technological advancements introduced to the Fleet almost daily. In addition, they are afforded an opportunity to gain broader knowledge of their responsibilities as leaders in their chosen field.

Further emphasis is placed on specialized training through the last alphabetical school, Class "C."

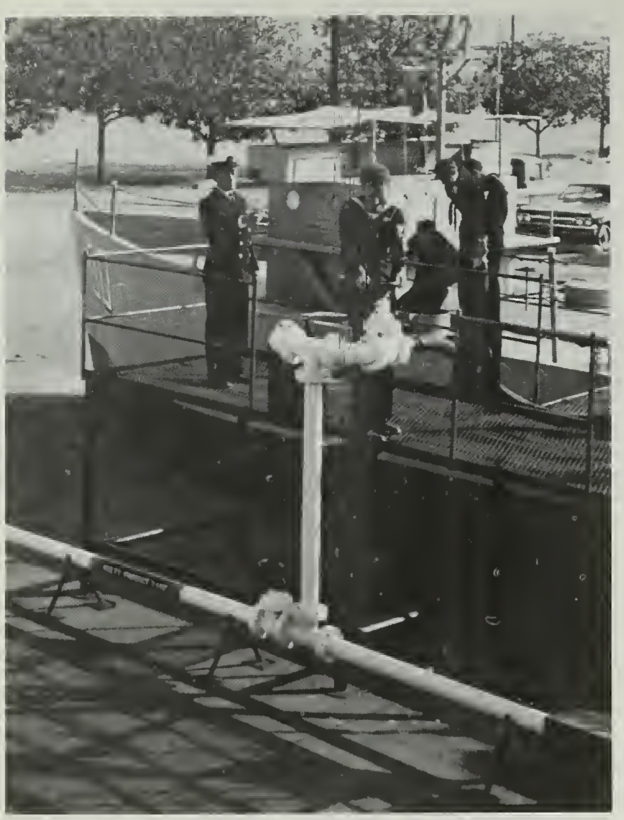
Ranging in length from one to 38 weeks, these schools—there are 26 of them—provide for the individual receiving specialized training on particular equipment, such as air-conditioning and refrigeration or motion picture projectors. About 22,000 Navymen receive Class C training each year.

While ABC schools help to establish an individual's technical foundation, the Fleet's functional schools, directly under control of BuPers, provide for group and team training for nearly 32,000 Navymen annually. There are 14 of these functional schools, five of which are concerned with nuclear power, four with weaponry, three with underwater operations (such as swimming and deep-sea diving and salvage), and two with damage control.

STITCH IN TIME—Damage control students shore bulkhead at Fleet Training Center, Newport, R. I.



MAN OF HATS—LT R. Krueger used perseverance as he changed hats moving up the Navy advancement ladder.



MANY SUBJECTS—Navy schools teach many skills. Pictured here are Navy students learning fuel handling, air traffic control and radar techniques.

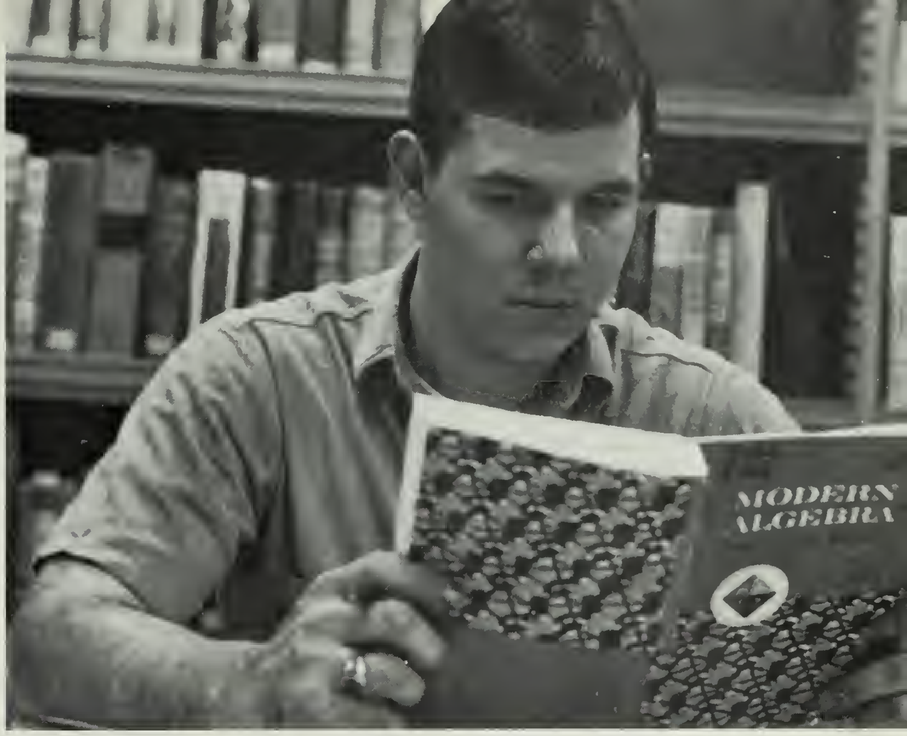
Group or team instruction is also a function of the Fleet Schools which provide precommissioning and refresher training for ships' crews at 19 facilities. These facilities, under the control of the Fleet Commanders, have an annual turnover of 152,000 trainees.

ALL OF THESE SCHOOLS—the ABCs, Functional and Fleet—help the individual to become a strong link in the Navy's chain of sea power. But the process of learning does not end in the classroom. Nor should it. For what has been taught must be applied to practical use if it is to be of any value either to the individual or to the Navy. Therefore, an important follow-through to ABC, Functional and Fleet schooling is on-the-job training.

This type training is usually completed through self-study training courses, both Navy and civilian correspondence courses, and other off-duty training such as that offered through USAFI and tuition aid. It might well be referred to as the root of all Navy training, especially for the individual preparing himself for advancement in rate. Many Navymen—in fact the 40,000 individuals who yearly go directly to the Fleet from basic training—must rely primarily on on-the-job training to learn a specialty and to prepare for promotion.

In certain instances, particularly for the seven ratings which have no Class "A" school—SM, LI, BM, QM, DC, CS and SH—on-the-job training is the sole basic source of schooling for those individuals striking for these occupations.

For the most part, however, there are at least 140 activities spread throughout the Navy which train more than 350,000 enlisted men annually. As a rule, all it takes for a man to succeed in the Navy is to take advantage of all the ABCs of naval schooling available to him.



Sea School—A Sampling

Although the traditional halls of ivy and shapely coeds are missing from the scene, the school campus has come to the Tonkin Gulf on board USS *Constellation* (CVA 64).

With courses available which span almost everything from liberal arts to the highly technical standard Navy courses, many of the crew are taking advantage of the ship's educational program conducted by the carrier's Educational Services Office.

Despite long working hours—which normally average 12 hours a day, seven days a week, for long periods of time—officers and men are finding the off-duty educational program a distinct benefit during the rare lulls while on the line off the Vietnam coast.

Since deployment to the Western Pacific in May, nearly 300 high school and college course applications have been processed by the Educational Services Office. Meanwhile, 129 high school GED exams and 18 Comprehensive College Tests (first-year college level) have been administered. Also, since the first of May, 54 sailors have received their GED high school diplomas through the efforts of USAFI and ESO.

Were it not for the busy typewriters, personnel counseling sessions and issuance of courses during any period of the office's regular 17-hour workday, Educational Services would resemble the interior of a small, shore-based library.

While USAFI administration constitutes a large segment of ESO's day-to-day operation, other items such as personnel counseling, school assignment quota processing, standard Navy course issues and the semiannual administration of servicewide examinations constitute an important part of ESO's activity.

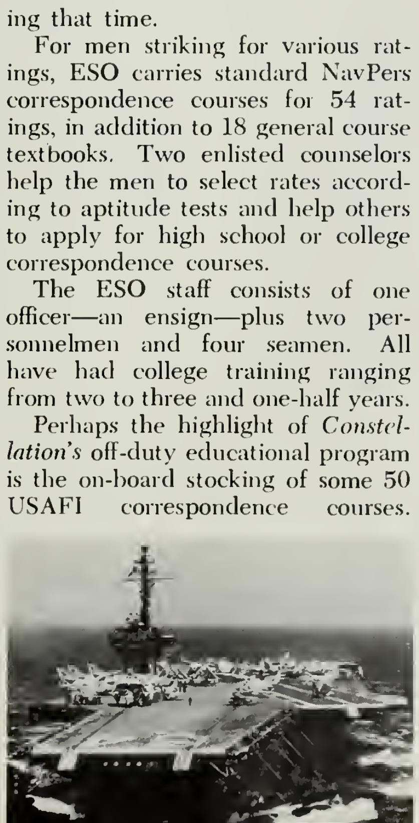
ESO also maintains a complete film library containing general military training and professional training films which are checked out to divisions on a regular basis.

Processing requests for Navy service schools is another part of ESO's service. Since deployment, more than 2000 post-deployment service school quotas have been assigned to *Connie* crewmembers, while another 1000 requests for school are in the mill. This means that, once the carrier returns to Stateside, almost half her crew will be attending schools at one time or another during that time.

For men striking for various ratings, ESO carries standard NavPers correspondence courses for 54 ratings, in addition to 18 general course textbooks. Two enlisted counselors help the men to select rates according to aptitude tests and help others to apply for high school or college correspondence courses.

The ESO staff consists of one officer—an ensign—plus two personnelmen and four seamen. All have had college training ranging from two to three and one-half years.

Perhaps the highlight of *Constellation's* off-duty educational program is the on-board stocking of some 50 USAFI correspondence courses. Each course is a complete package containing everything the student will need in completing his course, including textbook, assignment sheets, study guides, case studies for some courses and envelopes.



Initial enrollment in a USAFI course costs only $5.00 and the student pays no fees for subsequent enrollments if he maintains a satisfactory record.

Another feature of USAFI's correspondence program is the Participating College and University Program. At present, 46 leading colleges and universities, through USAFI, offer more than 6000 courses ranging from accounting to zoology.

This program is similar to the regular USAFI course program. The student selects the college and course he wants and makes application through USAFI.

Even though this floating classroom is far removed from the academic environs on the U. S. mainland, *Constellation* sailors still have an opportunity to continue their education while doing a job for their country in Southeast Asia.

—Jim Ferrell, JOC, USN.

HERE'S HOW TO B

SEVEN YEARS AGO the Navy inaugurated its Selective Training And Retention (STAR) Program, offering first-term enlistees the opportunity of launching a well planned naval career.

Since then, more than 27,000 individuals have benefited from the program's schooling, promotion and financial guarantees.

The program's aim is to increase the staying power of Navymen trained to service and operate the Navy's highly technical weapons systems. But such "staying power" calls for bargaining power, so the Navy offers an attractive package deal containing basic and advanced schooling, automatic promotion opportunities and various bonuses in exchange for six-year reenlistment contracts.

Of course specific conditions must be met by the individual for him to become eligible for the program.

Basically, an applicant must have at least one year of active service but not more than 42 minths' active duty if serving in pay grade E-5. And he may be in any rating, although the STAR program is designed to encourage electronics-oriented ratings to reenlist.

Equivalent "B" Schools for Automatic Advancement to Pay Grade E-5 Functional FBM—SSBN Training

Rating	Course	Length (in weeks)
ET	SINS Technician	29
ET	Navigational data technician	29
ET	Navigational aids technician	29
FT	MK—80 FCS technician	33
FT	MK—84 FCS technician	39
MT	Polaris MT C—1	33
MT	Polaris MT C—2	33
MT	Polaris MT C—3	33
TM	Polaris Ordnance and Launch (must complete or have completed Basic Undersea Weapons Circuitry to qualify for automatic advancement.)	8-11
TM	Advanced Undersea Weapons Circuits (AUWC)—12 weeks, followed by a Class C torpedo maintenance course, eight to 11 weeks.	20-23
RM	Special radio courses (RM to qualify must have completed at least 10 weeks of special training necessary for them to perform their duties on board an SSBN. Examples: WRT4, BRR3, UR32, CRF, TT Repair.)	10
MM/EN	Special Engineering Courses (Non-nuclear trained MM/EN who must complete at least 12 weeks of training in order to qualify them for duty on board on SSBN. Examples: lithium bromide, air-conditioning, CO_2 scrubbers, O_2 generator, atmosphere analyzer.)	10
QM	SSBN system navigation	6
FT	MK 113 MOD 2	24
FT	MK 113 MOD 5	16
FT	MK 112 MOD 2	12
	Nuclear Power Training	
Nuclear Power Training		1 year

Note: Successful completion of Functional FBM—SSBN or Nuclear Power Training as reflected above is considered an equivalent "B" school for automatic advancement from pay grade E-4 to E-5 upon reenlistment under the provisions of the STAR instruction.

For Navymen in pay grade E-3, the program offers a reenlistment bonus and a guaranteed assignment to Class "A" school with automatic advancement to pay grade E-4 for those who are eligible upon graduation. Also, if they are eligible, STARs receive proficiency pay and a variable reenlistment bonus.

NAVYMEN who are advanced to pay grade E-4 as a result of an exam before their STAR reenlistment may request Class "B" school. The applicants who can handle the school's advanced courses will probably become students. In any event, their request for Class "B" school will be honored after they have served in pay grade E-4 for 12 to 24 months.

Those reenlisting in pay grade E-4 may request assignment to a Class "A" school instead of the more advanced Class "B" school if they haven't previously had Class "A" training in their rating.

Class "B," "C" or an equivalent "B" school is guaranteed those who reenlist in the STAR Program in pay grade E-4 or E-5.

School entrance requirements will be waived for

Commanding officers are authorized to advance personnel in this category to pay grade E-5 as of a current date, citing BuPers Inst 1133.13C CH-1 as authority. Retroactive advancements are not authorized.

Although the Functional FBM—SSBN courses cannot be guaranteed under the STAR Program, they may be obtained through the Polaris Program or the Nuclear Power Program.

Equivalent "B" Schools for FTs and GMs

Rating	NEC	Course	Length (in weeks)
FTM	1163	AN/SP6 49B Talos Radar	24
FTM	1161/1186	AN/SPW 2B Talos Radar/MK-111 Talos Computer	26
FTM	1119	Talos WDS MK 6	20
FTM	1143	Talos Missile and Test Equipment	23
FTM	1164	AN/SPG 51 B Tartar Radar	24
FTM	1184	MK 118 Tartar Computer	20
FTM	1113	Tartar WDS MK 4	20
FTM	1144	Tartar/Terrier Missile and Test Equipment	23
FTM	1165	AN/SPG 55 A or 55 B Terrier Radar	30
FTM	1162	AN/SPQ 5 A Terrier Radar	24
FTM	1182	MK 100–2 Terrier Computer	20
FTM	1185	MK 119–0/3/4 Terrier Computer	20
FTM	1118	Terrier WDS MK 7	20
FTM	1133/1135	AN/SPS 39/39A Radar	20
FTM	1169	AN/SPS 48 Radar	31
FTM	1137	AN/SPS 52 Radar	28
FTG	1128	GFCS MK 68	20
FTG	1123/1117	GFCS MK 37/TDS MK 5	23
FTG	1126/1117	MK 56 GFCS/TDS MK 5	20
GMM	0998	Talos GMLS MK 12	24
GMM	0987	Tartar GMLS MK 11	23
GMM	0988	Tartar GMLS MK 13	24
GMM	0986	Terrier GMLS MK 10	24
GMG	0891	Asroc MK 16	15
GMG	0873	RFGM 5"/54	19

Minor changes in course lengths may occur as training curricula are varied.

A STAR IN THE NAVY

career designated men in pay grade E-4 except for hospital corpsmen and dental technicians. These categories are guaranteed a Class "C" school.

Class "A" school graduates must be in the top 50 percentile of their class (and the percentile is based upon a quarterly computation) to be eligible for automatic advancement. Men who aren't petty officers and who fall into the lower half of the computation will be designated strikers for the rating in which they trained and compete for advancement in the usual way.

Navymen in pay grade E-4 will be advanced to E-5 when they graduate from a Class "B" or equivalent Class "B" school. However, those who have already attended Class "B" school will not be permitted to attend again. Those who successfully complete a Class "C" school will not be automatically advanced unless it is designated a "B" school equivalent.

Those in pay grade E-5 receive a reenlistment bonus and guaranteed assignment to a Class "B," Class "C" or an equivalent Class "B" school if they are eligible; proficiency pay, if authorized, and variable reenlistment bonus are also paid under the STAR program.

If you request Class "A" school, the test score you made when you took the basic test battery in boot camp will be examined. That portion of the test which applies to your rating must meet the minimum prescribed by the *BuPers Formal Schools Catalog* unless a five- or 10-point waiver is obtained.

Navymen who enter the nuclear power or *Polaris* Training Program must have completed two years of active naval service, and men in pay grade E-3 or E-4 may not have over three years of active duty. The limit on active military service for those in grade E-5 is 42 months.

If you have obligated yourself for the nuclear power, *Polaris* training or one of the Six-Year Obligor programs, you need serve only two years from completion of this training before you are eligible for transfer to a Class "B," "C" or equivalent "B" school. If you have any questions, check with your educational services officer.

The following is a list of equivalent "B" schools (as listed in BuPers Inst 1133.13C) after which automatic advancement to pay grade E-5 will be made for those who qualify in other respects:

"B" School Equivalents for STs

STG	0407	AN/SQS—23 Operation and Maintenance	17
STG	0417	AN/SQS—26 BX Operation and Maintenance	24
STG	0418	AN/SQS—26 AX Operation and Maintenance	24
STG	0471	MK—111 (Asroc) UWFCS	20
STG	0474	MK—114 (Asroc) UWFCS	14
STG	0479	MK—105 (MOD 11—23)	16
STG	0419	AN—SQS CX Operation and Maintenance	24
STS	0409	AN—BQG Series Operation and Maintenance	20
STS	0423	AN/BQQ1 Series Operation and Maintenance	30
STS	0427	General Submarine Sonar Maintenance	16
STS	0426	SSBN Submarine Sonar System Technician	16

Equivalent "B" Schools for MTs and TMs

MT/TM	Subroc Missile Technician	27

"B" School Equivalents for ETs

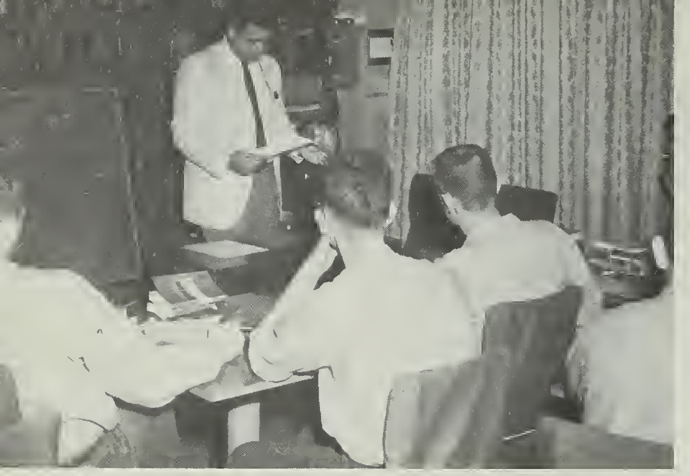
Any combination of courses totaling not less than 19 weeks will be required. The assignments must be in accordance with BuPers training requirements and located in the same geographical area.

NEC	Course	Length (in weeks)
1505	AN/SPS 29 C	7
1506	AN/SPA 62	8
1507	AN/SPA 63	12
1508	AN/SPA 34	3
1509	AN/SPA 43	6
1511	AN/SPS-T3	3
1513	AN/SPS 32/33 (SPS 32 Radar)	8
	(SPS 33 Radar)	15
	(SPS 33 Computer/Tracker)	30
1514	AN/SPS 40	8
1517	AN/SPS T2A	4
1518	AN/SPS 43	8
1519	AN/SPS 30	8
1523	AN/SPN 35	7
1524	AN/SPN 6/12	5
1526	AN/SPN 10	15
1531	AN/FRT 24A	4
1532	AN/WRT 2/WRR 2	4
1533	AN/UCC 1	2
1536	AN/SRC 20/21	2
1537	AN/GRC 27A	3
1539	TSEC/KW37R,K/KW 7	14
1541	TSEC/KY 8	10
1542	TSEC/KG14/KW 37R	16
1543	TSEC/KW 26	13
1548	TSEC/KG 13	13
1549	TSEC/KW 37T/KW 37R	9
1552		
1553		
1577	AN/CPN4A or MPN 5	19
1578	AN/SRN6/URN3/GRN 9	7
1579	AN/URN 20	4
1593	AN/WLR 1/ULQ 5/6	6
1598	AIR 32430—1	19

"B" School Equivalents for DSs

Any combination of courses totaling 24 weeks will be required. The assignments must be in accordance with BuPers training requirements and located in the same geographical area.

NEC	Course	Length (in weeks)
1616	NTDS Display	20
1617	NTDS Data Transmission	28
1618	NTDS Computer/Peripheral	20
1618	NTDS Key Set Control	4
	WDS MK X1 (System)	5
1621	WDS MK X1	5
1622	NTDS (IDAC)	2
1622	NTDS Video	3
	USC—2	5
	SYA VID SIM	2
	Terrier Interface	6
	SPS—48 A2/HT Console	2
	SRC—16	9
1636	OPCONCENTER SODS/SOCCS	12
1666	STD Navy Maintenance (3M)	
	UNIVAC 1500	12
1651	IOIC EDP	18
1652	IOIC IDS/SR	15
1631	OPCONCENTER FYK—1(v)	32



PACE-SETTERS—
NAVY'S FLOATING

PACE (Program for Afloat College Education) is just what it says it is. It is an educational program which gives seagoing Navymen on certain ships and FBM submarines an opportunity to earn academic credit toward a college degree.

PACE is the result of an unusual partnership between the Bureau of Naval Personnel and several universities and colleges. It began approximately six years ago as the Polaris University program and has since been expanded to include considerable portions of the surface Navy.

In essence, PACE is based upon a combination of kinescoped lectures studied while the ship is deployed and supplemented by "live" classroom sessions with participating college instructors while the ship is in port.

A course usually consists of 15 half-hour films, made by an instructor who specializes in the subject under discussion. In addition, a series of conferences provide direct contact between the instructor and students. Supplementing the film are study guides and additional reading assignments. One inherent advantage of this teaching technique lies in the possibility of rerunning the film, or portions of it, if any point in the lecture appears to be confusing.

Following the viewing of the films, the students hold group discussions and complete their reading assignments and, upon their return to port, attend a series of meetings with the instructor.

Before final credit is given for any course, students are required to have at least eight hours of in-person classroom discussion with the instructor. Scheduling of these meetings depends upon deployment schedules. The period may be divided between the beginning and final phase of each course, or by means of weekly meetings scheduled throughout the course.

The instructor grades the papers which the student prepared at sea, and administers final examinations.

After the finals, the instructor submits the course grades to the school's registrar and to the Educational Services Officer aboard ship. The grades become a part of the official records of the participating colleges, and a student may, at a later date, obtain official transcripts of the work he has done by writing to the Registrar's Office. A certificate of completion also is filed in the Navyman's service record.

THAT'S THE GENERAL IDEA. As for the details, which may be found in Chapter VII of the 1967 edition of the *Educational Services Manual*:

The participating universities normally require that a registration fee be charged. The amount is relatively small, but varies from school to school. Harvard and the University of South Carolina, for example, require a $5 registration fee per course. San Diego State College calls for a $5 registration fee for each credit hour taken. These amounts are not considered by the universities to be a tuition charge.

Registration fees usually may be refunded only if you officially withdraw from a course before the first class begins.

The cost of textbooks may vary from $5 to $20, depending on the course and where it is taken.

Academic requirements vary with the schools, but normally are not excessive. To get the most out of any course, you should be a high school graduate or hold the GED equivalent.

As the courses are at college level, they require considerable study time outside the classrooms. Therefore, it is recommended that in the beginning you enroll in only one course at a time. Later, this may be increased to two courses. Bear in mind that PACE school work is in addition to your regular shipboard duties.

At least 10 men on your ship must agree to take a specific course—and be accepted—before it can get underway.

Not more than eight separate classes may be administered aboard any ship at one time. If there is sufficient interest, a single subject may be taught in two or more classes held on different days. The maximum number of students in each class depends upon the participating university.

You do receive college credit for the completion of the courses you take.

PACE is especially attractive because it offers courses which are—usually—transferable upon satisfactory completion for full credit at most colleges and universities toward an associate or bachelor's degree. The final decision is, however, up to the school to which you will be applying. It may accept or reject any course, or give more or less credit than originally offered.

Every effort is made to shape the PACE courses similar to on-campus courses, but neither the PACE academic partner nor the Navy can speak for other institutions regarding the acceptance of credits.

At present, PACE courses are available to crews of submarines operating out of New London, Charleston and Pearl Harbor, and to Navymen on the larger surface ships based in Boston, Newport and San Diego. In addition, type commands based at Quonset Point, San Diego, Charleston and Norfolk anticipate taking part in the program as of next July, with others to follow. It is planned that the program will be available to all ships by 1970.

COLLEGES

To become more specific: The Pacific Fleet's USS *Ticonderoga* (CVA 14) is one of the largest subscribers with 122 crewmembers enrolled in seven different courses this year. They have found that carrier ready rooms, designed to be used for pilot briefings, make handy classrooms when PACE instructors visit the ship.

USS *Newport News* (CA 148), based in Norfolk, but scheduled for a tour in the Western Pacific, arranged to take her PACE courses through ComCruDesPac and administered by San Diego State.

The battleship *New Jersey* (BB 62), now being reactivated for duty off Vietnam, will become a part of the PACE campus.

NEW CAMPUS—*USS New Jersey* (BB 62), now being reactivated, will become part of PACE campus.

The program will go to Antarctica. Members of the Operation Deep Freeze wintering-over party will begin PACE studies in February. Harvard personnel will visit McMurdo Station to get the program started, and will finish the course administration in Christchurch, New Zealand, next October.

If you want additional details on PACE, your educational services officer can tell you whether your ship is now eligible, and if so, how to apply.

At present, schools which provide PACE academic functions are Harvard University, the University of South Carolina, San Diego State College and the University of Hawaii, as appropriate to homeport locations of eligible ships.

Here's a list of courses available under PACE. Note that completion of some courses is required before students may qualify to take more advanced courses. Not all the courses are available at each location where the PACE program is conducted. A few courses still in production stages and not yet available are marked with an asterisk. If your ship has PACE, check with the Education Officer.

Natural Sciences
- Chemistry I (Basic Principles of Chemistry)
- Chemistry II (Chemical Equilibrium)
- Chemistry III (The Covalent Bond)
- Chemistry IV (Some Elements and Their Compounds)
- Engineering I (Introduction to Computer Science, Part I)
- Engineering II (Computer Science, Part II)
- Engineering III (Introduction to Metallurgy)
- Engineering IV (Electrical Engineering)
- Mathematics I (College Algebra)
- Mathematics II (Analytic Geometry)
- Mathematics III (Introduction to Calculus, Part I)
- Mathematics IV (Introduction to Calculus, Part II—The Power Functions)
- Mathematics V (Introduction to Calculus, Part III—The Trigonometric Functions)
- Mathematics VI (Introduction to Statistics)
- Mathematics VII (Introduction to Modern Algebra)
- Mathematics VIII (Probability)
- Physics I (Introductory Mechanics)
- Physics II (Introductory Electricity)
- Physics III (Introductory Wave Motion, Sound and Light)
- Physics IV (Introduction to Modern Physics)
- Physics V (Mechanics and Heat)
- *Physics VI (Quantum Physics)
- *Physics VII (Electricity and Magnetism)
- Physics VIII (Electrical Engineering: Circuit Analysis)

Social Sciences
- Government I (Ideologies in World Affairs)
- Government II (American National Government)
- History I (World History, Part I)
- History II (World History, Part II)
- History III (A Study of Revolutions)
- History IV (History of the United States, Part I)
- History V (History of the United States, Part II)
- Psychology I (Principles of Behavior)
- *Psychology II (Forces in Action)
- Sociology I (Introduction to Sociology)
- Economics I (Economics and the Public Interest)
- *Geography I (Introduction to Geography)

Humanities
- Literature I (Expository English, Part I)
- *Literature II (Expository English, Part II)
- Literature III (American Literature—Major American Books)
- Literature IV (English Literature—The Critical Reader)

Additional Elective
- Slide Rule (Introduction to the Slide Rule—Non-Credit)

NESEP: A Scientific

In 1956, the Navy sent a group of 54 enlisted men to Lafayette, Ind., to study electrical engineering at Purdue University. This was the birth of the Navy Enlisted Scientific Education Program, better known as NESEP, a two-pronged educational plan for studious, career-minded enlisted men and women.

Success with NESEP means a college degree and a commission in the Regular Navy. The program helps fill the need for topnotch naval officers and, at the same time, sees to it the officers are formally educated to meet latest technological demands of this century.

Twenty-two universities take part in the NESEP program. Purdue, with some 220 NESEP students on campus each year, is the largest of the Navy's college partners.

In essence, NESEP is an investment program. The Navy, by putting the candidate through college, invests in his potential for service as a commissioned officer.

Potential for NESEP is determined in the course of application, processing, interviews, recommendations and, finally, selection. If you make it into the program, which as you'll see is no easy matter, you will receive an uninterrupted education. The maximum is four years of college, including summer sessions.

Staying in school once you're there is a full-time job. The Navy enforces its academic standards. Unacceptable conduct, or evidence of "just getting by," could mean disenrollment from NESEP and return to the Fleet.

NESEP STUDENTS show new mode of dress to campuses.

If you're interested at this point, here's a rundown on NESEP as outlined in BuPers Inst. 1510.69 series. First, check the general eligibility requirements:

Citizenship—You must be a citizen of the United States. If you are a naturalized citizen, or were born abroad, you must obtain a Certificate of Citizenship from the Immigration and Naturalization Service.

Service—You must be enlisted in the Regular Navy, or be a Naval Reservist on active duty. You must have completed at least one year of active duty (not counting service school or other duty in a school environment) before 31 December of the year of application. Requests for waivers on this point are considered for outstanding candidates.

Other Programs—If you have been selected for any other in-service officer procurement program, you are not eligible for NESEP.

Obligated Service—You must have sufficient obligated active service to complete preparatory school (approximately 1 September of the year selected), plus one additional year. You may extend your enlistment to acquire any needed obligated service.

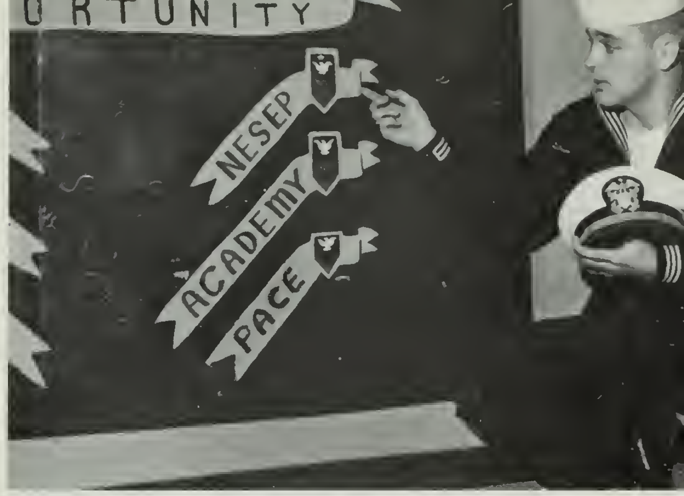
Marital Status and Sex—You may be married or single, man or woman.

Rating—You must be E-4 or above as of 31 December of the year of application.

Age—You must have reached your 21st but not your 25th birthday by 1 July of the year selected. Selections are made in February. Waiver of minimum age may be considered for outstanding candidates who are at least 19 by 1 July of the year selected. Waiver of maximum age may be granted on the basis of one year for each year of previous college credits that can be transferred to your NESEP curriculum.

Education—You must be a high school graduate, or must have completed three years of high school and possess a GED equivalent with a grade in the 75th percentile or above in each of the test areas. A desirable high school background consists of four units (one year's work) of English, two and one-half to three units of

Education



BACHELOR OF SCIENCE degree is offered by NESEP program in engineering, science or mathematics fields.

math, and two or three units in physics, chemistry or biology.

Basic Battery—You must have a combined GCT/ARI score of 115 or higher. Waiver for this requirement will not be considered. (However, you may be able to be reexamined on the basic test battery if your present scores are too low for NESEP qualification. BuPers Inst. 1220.6 series contains information with regard to BTB reexamination.)

Physical—You must meet the physical standards prescribed for officer candidates in Chapter 15, *Manual of the Medical Department.* Waivers may be considered for defective vision, provided the defect is correctable to 20/20 with standard glasses.

Disciplinary—You should have no record of conviction by court-martial or civil court for other than minor traffic violations. However, your commanding officer may process your NESEP application, even though you may have had minor civil arrests. This depends on how outstanding a candidate your CO thinks you are. In any event, you must have a clear record, except for minor traffic offenses, during the two years preceding 1 July of the year you apply.

Recommendation—Your CO must recommend you specifically for NESEP. This will be based on such factors as your patriotism, sense of duty, conduct and financial responsibility. You must meet the highest standards of character expected of a naval officer.

If you meet the above general qualifications, you could be on your way to a NESEP education and commission. But keep in mind that only one in three who apply for NESEP actually makes it to a college campus. This year, 310 NESEP applicants were graduated from prep school and started college in September.

The program is highly selective. Its success is measured in terms of candidate quality. This may be judged on the basis of academic achievement, native intelligence and aptitude, and individual maturity and drive.

How do you determine you have what it takes to make the grade? Indications of your academic ability are reflected in your service school credits and what you've accomplished with off-duty study and correspondence courses. If you have a good record in this regard, you've pretty well indicated your ability and motivation for educational improvement.

If you decide to push on with the application, the basic NESEP directive prescribes the format to use. Your letter must be submitted after 1 July and reach the Chief of Naval Personnel no later than 1 October.

It is emphasized that your application be complete, concise and accurate in every detail. Preparation is a joint responsibility between you and your command.

The application must include: handwritten statement by you; Report of Medical Examination; medical history; Statement of Personal History; Armed Forces Security Questionnaire; transcripts or signed copies of requests for transcripts; and evidence of U. S. citizenship if you were born outside the United States.

Your academic transcripts, high school or college, must accompany your application or be forwarded directly to the Chief of Naval Personnel by your old school. Transcripts must contain grades in addition to credits earned.

Note that virtually all universities disqualify students who attempt to conceal their past academic records. Therefore, it is mandatory that transcripts be obtained for all periods of attendance in secondary and higher level schools. If you have ever been disenrolled, suspended or placed on probation, or have ever withdrawn from college, you should also obtain a statement from the school concerned, stating that you are eligible for readmission.

A one-page, handwritten statement, personally composed by you, should give the reasons why you wish to participate in NESEP and become an officer. If you attended college previously, you should include in the statement your reasons for leaving. If your record includes any significant civil or military conviction, you should make a statement with regard to the circumstances.

Also indicate in your application any desires for special programs such as flight training, submarine training or nuclear power training.

Next, your commanding officer will appoint a board of three officers to interview you and other NESEP applicants. The command board appraisal of you is considered highly important by the Chief of Naval Personnel.

Be sure you're honest with the board so that it can come up with a fair and accurate evaluation. Noncommittal comments or remarks that are inconsistent with your past evaluation or career potential may have an adverse effect when it's time for final NESEP selections.

Your CO may wish to interview you personally. His recommendation will be in the form of an endorsement to your letter of application, and will probably contain his analysis of your personality and observable traits.

Between 1 August and 1 October, your command will request NESEP examinations from the Naval Examining Center. The exam is administered Navywide on the second Monday in November. (If the second

SUCCESS in completing NESEP means a commission.

Monday falls on a national holiday, the tests are conducted the following day.)

There are no "pass" or "fail" lines drawn for NESEP exams. Your test is returned to the Naval Examining Center for grading, and receives a relative standing among all other NESEP exams taken for that year's program.

During January and February, a selection board convened by the Chief of Naval Personnel considers the applications of all qualified NESEP candidates. Those found to be the best qualified are designated "provisionally selected." The names are published in a BuPers Notice 1510 during March.

PROVISIONAL SELECTEES are again screened before ordered to the summer preparatory session. This further screening takes the form of a Scholastic Aptitude Test (SAT) issued by the College Entrance Examination Board. The SAT helps determine your admissibility to a NESEP college or university. If you do not score sufficiently well on the test, your status as a provisionally selected NESEP candidate is ended.

After you have overcome the SAT hurdle, you are issued orders to the U. S. Naval Preparatory School at NTC Bainbridge, Md., or to the Service School Command, NTC San Diego, Calif. You report in early June for approximately nine weeks of instruction. At this point you must have sufficient obligated service to complete at least one year of active duty following prep school.

Prep school involves refresher training in math, physics and English usage, and orientation in college academic requirements. You also receive additional medical checks, with emphasis on your vision.

After an interview (during which you may state your preferences), you are tentatively assigned a major field of study and one of the 22 NESEP universities (see box).

Only after you finish prep school and are accepted by a college are you finally considered selected for NESEP. If you attended college previously, you might be able to enroll with advanced standing. This depends on whether your new college will accept the credits from the old school, and whether the credits apply to your prescribed course of study.

AT THIS POINT you become increasingly aware of obligated service factors. Before you are detached from prep school, you are discharged and reenlisted in the Regular Navy for six years. Or, if you had shipped for six during the preceding two years, you could extend your enlistment to acquire the necessary six years' obligated service. After your second year of college, you must agree to extend for two additional years, thus retaining a six-year obligation.

Before you enroll in college, you must sign an agreement to accept a Regular Navy commission if offered. Once you're an officer, you must serve on active duty for at least nine months for each six months, or fraction thereof, of education. In no case will your active duty obligation be for less than four years. Your education is computed from date of reporting to prep school until the date of your commission.

In any event, your NESEP education will not exceed four consecutive years, and counts as normal shore duty.

With your service obligations in mind, the next step is to go to school to commence studies at the start of the fall term.

As a NESEP student, you are entitled to all the rights and benefits that accompany a Navy career. You draw the same pay and allowances as others in your rating, minus, of course, such special pay as sea pay or hazardous duty pay. (At this writing, based on fiscal 1968 money allocations, NESEP students do not draw proficiency pay.)

NROTC UNITS located at each of the 22 NESEP universities handle personnel, administrative and pay matters. You maintain an enlisted status until you finish school and receive a commission, but are eligible for advancement in rating under established procedures. You are not eligible for other in-service officer procurement programs.

You attend regular classroom sessions and summer sessions. You are granted annual leave during academic holidays.

NESEP students customarily wear their Navy uniforms to school one day each week. The guideline here is that the Chief of Naval Personnel encourages the NESEPs to blend in with a primarily civilian atmosphere, but that the Navy uniform should be shown periodically. (On the subject of uniforms, the Chief of Naval Personnel was, at ALL HANDS press time, awaiting CNO approval of his recommendation that NESEP students wear officer candidate-type uniforms.)

Once each year you are given a medical exam to reaffirm your fitness. During your final year at school, and within one year of your planned commissioning date, you receive a final physical exam to confirm your qualifications. If, even this late in the game, you do not meet the physical standards for a commission, you will be dropped from the program.

And remember, you could be dropped from NESEP at any time for unsatisfactory academic performance, or for other reasons of unsuitability outlined in NavPers 92964B (*Regulations Concerning Instruction and Administration of NESEP Students*). Should you be disenrolled, you would be made available for duty in the pay grade and rating you hold at the time. You would be required to complete the term of your enlistment, including any agreements to extend.

NESEP dropouts have occurred. However, if you're good enough to get into the program, chances are you'll be part of a NESEP success story if you study hard and stay out of trouble.

NESEP students before you have already started a fine tradition. Many of the colleges and universities speak highly of the maturity and seriousness of the Navy students. Many have called for more NESEPs, noting the stimulating effect they have on civilian students attending classes with them.

Program administrators explain that the average NESEP student is older and more mature than the average civilian freshman. Approximately 75 per cent of all NESEPs are married men who see the program as a fine way to finish college and move up in the world.

And, NESEP is respected in the armed services. Some officials believe the average of 300 NESEP graduates yearly is too low, and should be increased to 500.

After college and before commissioning, NESEP students at present must attend some 18 weeks of training at the Officer Candidate School, Newport, R. I. However, future plans call for a 10-week course of OCS training during the summer before graduation—usually between the junior and senior years. The NESEP student would then receive his commission at the same time he receives his college degree.

The last step in NESEP is the payoff—your commission. NESEP graduates are commissioned primarily in the unrestricted line of the Regular Navy. Exceptions to this occur only occasionally; a restricted line commission calls for a master's degree and two years at sea in an enlisted status, plus other requirements. However, in virtually all cases, NESEP students who make the grade are assigned three or four years of sea duty as unrestricted line officers, 1100 designator.

If NESEP is the educational program for you, check the latest BuPers Inst. 1510.69 series for details on eligibility requirements and how to apply.

—Dan Kasperick, JOC, USN.

Here's a roundup of the NESEP universities listed in BuPers Inst. 1510.69 series:

Auburn University
Auburn, Ala.
University of Colorado
Boulder, Colo.
University of Idaho
Moscow, Idaho
University of Kansas
Lawrence, Kans.
University of Louisville
Louisville, Ky.
Marquette University
Milwaukee, Wis.
Massachusetts Institute of Technology
Cambridge, Mass.
Miami University
Oxford, Ohio
University of Mississippi
University, Miss.
University of Missouri
Columbia, Mo.
University of Nebraska
Lincoln, Neb.
University of New Mexico
Albuquerque, N. M.
University of North Carolina
Chapel Hill, N. C.
North Carolina State University
Raleigh, N. C.
University of Oklahoma
Norman, Okla.
Pennsylvania State University
University Park, Pa.
Purdue University
West Lafayette, Ind.
Stanford University
Stanford, Calif.
University of Texas
Austin, Texas
University of Utah
Salt Lake City, Utah
Vanderbilt University
Nashville, Tenn.
University of Washington
Seattle, Wash.

The following is a listing of major college courses available under NESEP. Note that nuclear engineering is not available on undergraduate level. Nuclear subjects may be elected as options during the junior and senior year for students who qualify.

Engineering

Aeronautical, Chemical, Electrical, Mechanical, Metallurgical and Engineering Physics.

Science

Physics, Nuclear Physics, Chemistry, Meteorology and Oceanography.

Mathematics

As approved by the Chief of Naval Personnel, including Systems Analysis/Computer Science.

LEARN A LANGUAGE—

A YOKOSUKA-BASED Navy doctor once decided, the story goes, to help provide a newly arriving Navy nurse with a quick initiation into the Japanese way of life.

He dutifully met her plane at Tachikawa airfield, and warmly welcomed her to Japan. Unfortunately, he explained, he had an appointment elsewhere on the base, and therefore would be unable to drive her to the nurses' barracks at Yokosuka. He had, however, hired a taxicab.

Just before helping her into the waiting cab, he warned her that Japanese cab drivers are prone to drive a little fast. If he gets too lead-footed, said the good doctor, just lean over and say "Hayaku," meaning "go slower." Unfortunately for the young nurse, "hayaku" actually means "go faster."

The doc then said "sayonara" to the young lady, and went whistling on his way.

When our heroine got into the cab, she took great pains to tell the driver "hayaku, hayaku"—she said it twice for emphasis. He looked at her in astonishment, but then smiled and nodded in agreement.

He started the car, revved up the engine, banged it into gear, and squealed away from the terminal. The nurse was thrown to the back of the seat, her legs and arms flailing wildly as she tried to right herself.

"Hayaku!" she shouted to the driver. Obediently he pressed his foot down harder.

The road grew narrower. The nurse yelled "hayaku." The driver went faster. A double-decker bus loomed ahead, taking two-thirds of the narrow road. The cab swerved. The nurse was thrown to the floor. "Hayaku" she begged from the depths of her luggage. The cabbie hunched over the wheel and tried to get more speed out of his old taxi. He was determined to please.

The nurse struggled to pull herself up to where she could see the road over the driver's shoulder. She shouldn't have. Just ahead of the bouncing, speeding taxi was a road full of bicycles. She shut her eyes and screamed "Hayaku!" The driver leaned on his horn, his eyes wide with terror. A madwoman, he decided.

FOREIGN FRIENDS—Language courses available to Navymen are a great help to Navymen overseas.

When the cab screeched to a halt in front of the barracks at Yokosuka, the disheveled young nurse was staring blankly ahead, faintly muttering "Hayaku. Hayaku." The driver turned around. His face was covered with sweat, and he was shaking uncontrollably. They stared at each other for a long minute—uncomprehendingly.

THE PRECEDING INCIDENT should never have happened. The foreign language study programs available to Navymen—and women—are comprehensive enough to ensure that one should never become completely lost when in a foreign country, simply because he can not communicate.

This is not to say that all languages are covered by the Navy's foreign language study program. However, the list of those available is quite extensive, and even the most seasoned traveler—with a little effort—can solve his communication problems before they happen.

There are four systems available by which a Navyman may obtain voluntary, off-duty training in a foreign language. Three are informal methods of study, and are meant to provide only a smattering of the language in question. One, however, is a formal correspondence course and may be taken for high school or college credit.

Self-study, first level

This system consists of sets of two 78-rpm records, and in most cases an accompanying pocket-sized booklet called a "language guide."

Although these materials do not constitute a course, they can be valuable to acquaint the crew of a ship headed for a foreign port with a few of the words and phrases they will need.

Records of the appropriate language can be piped over the 1A system each day, or even several times a day. Crewmembers follow along with the language guides.

In most languages a phrase book, which is much like the language guide in size and approach, but with a more extensive vocabulary, is available. The phrase books may be given to men who show interest in the language and wish to go beyond the material in the language guide.

These self-study materials may be requisitioned through the Naval Supply Centers at Norfolk, Va., and Oakland, Calif., at no cost to the command or individual.

The recordings are available in Albanian; Annamese; Arabic (Algerian, Egyptian, Iraqi, Libyan, Moroccan, North African, and Syrian); Bulgarian; Burmese; Cantonese; Chinese; Czech; Danish; Dutch; Finnish; French; German; Greek; Hindustani; Hungarian; Icelandic; Italian; Japanese; Korean; Malay; Melanesian Pidgin English; Norwegian; Persian; Polish; Portuguese (Brazilian); Rumanian; Russian; Serbo-Croatian; Sicilian; Spanish; Swedish; Tagalog; Thai; and Turkish.

ON-THE-JOB

LANGUAGE student uses tape recorder to practice speaking and listening to the Vietnam language.

Language Familiarization Kits

Each of these kits consists of two 33⅓-rpm records and an accompanying language guide. While it, too, is not a formal language course, it is more comprehensive than the first level. These kits also are available from the naval supply centers at Norfolk and Oakland.

The available languages include: Amharic; Arabic; Bengali; Cambodian; Chinese; Danish; Dutch; Greek; Hausa; Hebrew; Hindi; Indonesian; Italian; Kurdish; Norwegian; Persian; Portuguese; Russian; Serbo-Croatian; Swahili; and Thai.

Correspondence Courses

Presently, there are two types of language correspondence courses offered through USAFI which give the student either high school or college credit. The first of these is a direct USAFI course which is at a level equivalent to that usually offered in the first two years of high school or the first year of college.

These courses cover fundamentals of the language with emphasis on the development of reading ability. Each course is divided into two parts, and an end-of-course test or USAFI subject standardized test is available for each part.

The second type is offered through USAFI, but administered directly by one of several participating colleges. Applications are reviewed by USAFI primarily for military eligibility and then forwarded to the appropriate college, which accepts or rejects on the basis of its own criteria.

After the student's enrollment, all correspondence relating to the course is handled directly with the college. Twenty-four months are allowed for the completion of a course. If you plan to take a language course for school credit, you should, before enrolling, write to the school concerned to determine whether credit will be granted for the desired courses.

Formal correspondence courses offered by USAFI include: *Beginning Latin I and II* (Catalog No. B 575, 576); *Beginning French I and II* (No. B 577, 578); *Beginning German I and II* (No. B 579, 580); *Beginning Russian I and II* (No. D 581, 582); *Beginning Spanish I and II* (C 583, 584); and *Beginning Italian I and II* (No. B 585, 586).

Spoken Language Courses

Another USAFI-sponsored program, spoken language

Navy Was a Pioneer in Accelerated Language Teaching

Foreign language training for Navymen is nothing new. Records of Navymen studying foreign language as part of their duties go back many years.

However, it wasn't until World War II that language training for the Man in the Fleet got underway on a large scale.

From 1923 to 1940, a small group of Regular Navy and Marine Corps officers were trained in Japanese or Chinese, at schools in the Orient. Both courses were extensive, requiring three years of study.

In September 1941, the Navy started its own Japanese language courses at Harvard and the University of California. These were later consolidated to form the Naval School of Oriental Languages at the University of Colorado.

In 1944, Chinese, Russian and Malay were added, and in April 1945 an additional Naval School of Oriental Languages was established at Oklahoma A & M.

Between 1941 and 1946, approximately 1250 language officers were graduated in Japanese, Chinese, Russian and Malay, and the time of all courses was shortened by highly intensive training methods. For example, the three years of study previously required to master Japanese was shortened to one.

Thus, according to Navy language officials, the Navy pioneered the "cram" method of teaching foreign languages.

In 1946, the Naval Intelligence School was established in Washington, D. C., and language training for Navymen was shifted to the Intelligence School.

The Navy Language School remained under Naval Intelligence until 1 Jul 1963, when it was officially absorbed by the Defense Language Institute.

HONOR MEN—Seaman Ernest E. Karjala, USN, and LTJG Peter G. Guptill, USN, receive awards for scholastic achievement during graduation ceremonies from Defense Language Institute, West Coast Branch, Monterey, Calif.

courses, consists of six 33⅓-rpm records, and three manuals to accompany them. The third manual is written entirely in the foreign language, and is intended for the use of an instructor or class leader who speaks the language.

The first manual covers units one to 12 which teach speech in simple situations. The second manual covers units 13 to 30 and teaches speech in more complicated situations. There are no records for units 13 to 30.

While the emphasis of these materials is strongly on the spoken language, a conscientious and able student can acquire a fair mastery of a language, simply by hearing and speaking it.

USAFI's spoken language courses are available in Burmese, Chinese, Danish, Dutch, Finnish, French, German, Greek, Hindustani, Hungarian, Iraqi Arabic, Italian, Japanese, Korean, Malay, Melanesian Pidgin English, Norwegian, Portuguese, Russian, Serbo-Croatian, Spanish, Thai, Turkish and Vietnamese.

These courses may be ordered from USAFI, either for group study, or for the use of individuals.

Language Instructor Hire

Many commands have taken advantage of the Instructor Hire program (discussed elsewhere in this issue) to provide off-duty foreign language training to interested personnel. Using funds provided by the Bureau of Naval Personnel, local instructors are hired by the command to teach a selected language on a group study basis. Where possible, USAFI texts and other materials are used.

This program is especially applicable to overseas shore commands. Navymen stationed ashore in foreign countries obviously need to know the local language better than shipboard crews who will be visiting a port only for a short time. Therefore, many overseas commands have instituted special programs of language study for their shore-based Navymen and their dependents.

Language Texts Are Available

In addition to the language study programs discussed in the accompanying article, there are also available commercially published texts which may be ordered from the naval supply centers in small quantities for use by your command.

These may be used by small groups, or by individuals who wish to acquire a knowledge of grammar and the written language, or who wish to supplement a course in the spoken language with work of a more formal nature. Available are:

FRENCH

- Parker—*Revised Elementary French Grammar*
- Bazin—*Les Oberle* (*novel*)
- Keating and Marand—*French Cultural Graded Readers, Elementary.* Book I (Audubon); Book II (La *Fayette*); Book III (Lafitte)
- Harris and Leveque—*Basic French Reader*
- Heise and Muller—*A Conversational Introduction to French*
- Brady—*Vingt Contes Divers*

GERMAN

- *German Elementary Cultural Graded, Reader Series:* Book 1 (Schweitzer); Book 2 (Thomas Mann); Book 3 (Heine); Book 4 (Beethoven)
- Schinnerer—*Beginning German*

ITALIAN

- Russo—*First Year Italian*
- Russo—*Second Year Italian*
- Hall and Bartoli—*Basic Conversational Italian*

LAO

- *Lao Language Familiarization Course Text*

PORTUGUESE

- Williams—*An Introductory Portuguese Grammar*
- Carter—*Contos e Anedotas Brasileiras*
- Ricco—*Introduction to Brazilian Portuguese* (*Grammar*)

RUSSIAN

- Patrick—*Elementary Russian Reader*

SERBO-CROATIAN

- Prince—*Serbo-Croatian Grammar*

SPANISH

- Kasten and Neal-Silva—*Lecturas Escogidas*
- Hugowast—*Pata de Zorra* (Novel)
- Hill and Duceta—*Antologia De Cuentos* (reader)
- Guyer and Ugarte—*Platicas Temas*
- Cabrilla, Starnes and Heller—*Spanish, a First Course*
- Valdes—*Jose* (reader)

Language dictionaries which are available through the naval supply centers include:

- *French Dictionary for the Soldier*
- *German Dictionary for the Soldier*
- *Italian Pocket Dictionary*—Hugo
- *Russian Pocket Dictionary*—Hugo
- *Russian Vest Pocket Dictionary*—Ottenheimer
- *Spanish Vest Pocket Dictionary*—Ottenheimer

Also available, but only to advanced students or teachers, are:

- *New French—English and English—French Dictionary*—Cassell
- *New Cassell's German Dictionary*
- *Cassell's Italian Dictionary*
- *Malay Dictionary*
- *Modern Portuguese—English and English — Portuguese Dictionary* — Richardson
- *Dictionary of Spoken Russian*
- *New Revised Spanish and English Dictionary*—Velazquez

The following special purpose dictionaries are also available as needed:

- *French Military Dictionary*
- *German Military Dictionary*
- *Russian-English Glossary of Soviet Military Terminology*

One example is a special radio broadcast over the Italian radio network aimed at providing the American contingent in Naples with the rudiments of the Italian language.

An instructor, hired locally with BuPers funds, gives Italian language classes during time donated by the local network.

Broadcast for 15 minutes each weekday morning, the radio lesson is reportedly heard by over 90 per cent of the Americans stationed in the Naples area.

Defense Language Institute

So far, only off-duty foreign language study has been discussed. There are some Navy billets, however, which require language training on an official basis. Assignments to Military Assistance and Advisory Groups (MAAGs), Naval Attaches, and Missions often require a working knowledge of the appropriate language.

(In most cases such jobs are held by officers, although there are some enlisted overseas assignments which require language training.)

In such cases, the Navyman, before he receives orders to the MAAG, Attache or Mission, is sent to the Defense Language Institute to learn the language.

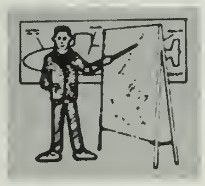
There are three branches of DLI teaching foreign languages. What was formerly the Army Language School, at Monterey, Calif., is called DLI, West Coast Branch. The Navy Language School was renamed DLI, East Coast Branch. In addition, there is a smaller branch, called the Support Command, which is located at Fort Bliss, Texas.

The Defense Language Institute headquarters, and its East Coast Branch, are located at the Naval Station, in Washington, D. C.

The DLI headquarters staff consists of 12 officers representing all the services, eight senior civilian language advisors, and eight enlisted administrative personnel.

At present, DLI offers training in 24 different languages at its West Coast Branch, and 10 at DLI East.

—Jim Teague, JO1, USN.



Instructors For Hire

In many cases the Navy will pay the salaries of instructors who go aboard ships and stations to teach classes of Navymen.

The *Educational Services Manual*, NavPers 15229 series, in fact, encourages commanding officers to establish such classes, preferably in those subjects normally taught in elementary school, high school, and college. When possible, USAFI materials are used in the classes.

If the instructor is a qualified civilian hired on a part-time basis to teach military personnel in group study classes, his salary can be paid from appropriated funds. Commanding officers of shore stations may, at their discretion and in accordance with current regulations, hire civilian and enlisted instructors with Navy recreation funds.

Whether or not the course taught is accredited does not influence the program. Accreditation is a matter to be negotiated by the individual command and the educational institution involved.

GED—What Do You Know?

IF YOU DROPPED your formal education somewhere short of receiving a high school diploma, you should keep in mind that the educating process goes on (albeit at a changed pace) even though you are not in school.

The Navy takes this into account, and makes use of General Educational Development (GED) tests to find out how much you know. These tests measure the level of education you have acquired, either formally, or through informal self-education and intellectual growth. The emphasis in the GED tests is on measuring your ability to think clearly, to interpret, to comprehend, and to evaluate.

In short, the tests determine whether or not you have acquired the equivalent of a high school education.

Present high school GED tests consist of five parts: Correctness and effectiveness of expression, social studies, natural sciences, interpretation of literary materials, and general mathematical ability.

Results of the GED tests are reported in terms of standard scores and percentile ranks. The Commission on Accreditation of Service Experience has recommended minimum passing scores acceptable for civilian and military use.

This recommendation is of an advisory nature, and does not guarantee that any school or state department of education will grant a diploma or equivalency certificate on the basis of the GED tests. Each state establishes its own standard for the granting of diplomas or equivalency certificates.

The Commission's recommended scores are, however, accepted by all the services as equivalent to high school graduation. If you do not yet have your high school diploma, the GED tests might be just the ticket for you to go on to better things. Your educational services officer can give you more information.

JUNIOR COLLEGE VIA ADCOP

THE NAVY OFFERS its Associate Degree Completion Program (ADCOP) as a career incentive aimed at retaining outstanding enlisted men in critical ratings. It expects the program to increase the professional proficiency of these men through vocational training at civilian institutions.

As the name of the program implies, it leads to an Associate of Arts/Science degree for enlisted men who can complete the necessary academic work in less than the usual two years.

An ADCOP pilot program was undertaken in fiscal year 1967 in which 75 enlisted men were selected; 75 additional men were entered this fiscal year. The coming year, however, may prove to be another important milestone for the program in that an evaluation will be made to determine the program's value to the individual participants and to the Navy.

In making selections for the program, special emphasis is placed on the semiannual evaluation marks of the applicant, as well as his performance in Navy schools and the effort he has made to achieve an advanced academic level while in the Navy.

ADCOP applicants also are required to furnish proof of their United States citizenship and must have served at least one enlistment in the Regular Navy. They must also be career petty officers second class or above.

Both men and women are considered for the program provided they are between the ages of 25 and 40 when they apply. Candidates must be graduates of an accredited high school or have completed three years of high school and have a GED equivalency certificate or diploma issued by a state department of education or an authorized high school. Applicants' grades must have been in the 50th percentile (or higher) of each test area.

Navymen who apply for the program should also have completed Class "A" and "B" schools although, under certain circumstances, a Class "C" school equivalent may be substituted for the latter.

Navymen who cannot satisfy the "A" and "B" school requirement (or the "C" school equivalent) may substitute a minimum of 12 transferable college credits.

Applicants must have completed at least one enlistment and must agree to extend their enlistment or reenlist for six years at the time they enter the Associate Degree Completion Program. Either their active obligated service must expire between 1 Mar 1967 and 31 Aug 1968 or they must reenlist during that period.

FOUR COLLEGES now participate in ADCOP. They are Palomar College at San Marcos, Calif., Mt. San Antonio College, Walnut, Calif., Wentworth Institute, Boston, Mass. and Pensacola Junior College, Pensacola, Fla.

Prospective students are encouraged to list their school preferences. The selection, however, in addition to student preferences, will be based upon course of study, credit given for previous college and/or service schools and the student's ability to complete the associate degree requirements at the college in less than two years. Particular emphasis is given to the applicant's motivation for higher education as reflected in his off-duty educational efforts.

Students who are selected under the Associate Degree Completion Program are ordered to college on permanent change of station orders. The course to which they are assigned will closely relate to their ratings.

All students are enrolled full time, including summer sessions. They may wear civilian clothes while on campus as specified by the Chief of Naval Personnel.

The Navy command located nearest the college administers the students who receive full active duty pay and allowances (except proficiency pay) and are permitted to compete for advancement in rating and the warrant officer program.

INSOFAR AS Seavey/Shorvey is concerned, Navymen who report to ADCOP instruction from neutral time duty can compute their return to sea duty by adding the combined period of ADCOP instruction and previous neutral time to the sea duty commencement date established before they reported for instruction.

For those who reported to ADCOP from sea duty the number of months of ADCOP instruction will be added to their original sea duty commencement date and they will be returned to sea with the adjusted SDCD.

Navymen who reported to ADCOP instruction from a normal tour of shore duty can determine whether they will have sea or shore duty after completion of their instruction by using the following method of computation:

Subtract the entire period served ashore before reporting to ADCOP instruction (as well as the time spent during instruction) from the length of shore tour established by the shore station served at immediately before ADCOP instruction.

If 14 months or more remain, the individual will be retained ashore for completion of a normal tour of shore duty. If less than 14 months remain of a normal shore tour, one of the following alternatives will apply:

- When the combined period served ashore is less than 24 months, add it to the previously established sea duty commencement date and return to sea duty.
- When the combined period served ashore is 24 months or more, credit it as a normal tour of shore duty and return to sea duty.

Navymen who reported to ADCOP training from a "for duty" tour of duty ashore should credit the period served before reporting for ADCOP and the instruction itself as shore duty and return to sea duty.

If an ADCOP student qualifies for Seavey assignment, after his shore duty completion date is adjusted, he may be assigned to a normal tour of shore duty if a vacancy exists within shore manning levels and there is no one else with an older shore duty completion date available from Seavey listings.

If Seavey-eligible graduates or nongraduates cannot be assigned ashore within these guidelines, they will be returned to sea duty with a 14-month sea extension to provide stability at their new duty station and to prevent payment of a second dislocation allowance.

If the needs of the service dictate or there are extenuating circumstances which warrant deviation from these procedures, an exception will be considered by the Chief of Naval Personnel (Pers-B21).

FINANCING YOUR EDUCATION

A GREAT MANY Navymen are pursuing programs of off-duty formal education. Just how many no one knows for certain, but there were at least 20,000 course enrollments recorded by Navy education offices last year.

These part-time students reap definite benefits, above and beyond the personal satisfaction of bettering their education. The individual with the initiative to continue his training after hours automatically improves his chances for advancement, for selection to special programs (such as the Associate Degree Completion Program) and ultimately for assignment to the more challenging billets.

An education, of course, can be expensive—and this is where the Navyman has an advantage over most civilian students. Your education can be partially paid for by the government, either through the Tuition Aid Program, or under the provisions of the Veterans Readjustment Benefits Act of 1966, commonly known as the Cold War G. I. Bill.

Tuition Aid

The Tuition Aid Program will pay 75 per cent of tuition costs for Navymen who wish to participate in certain approved off-duty educational programs. It is available to Regular Navy personnel, Naval Reservists on continuous active duty and members of the other armed services assigned to duty with the Navy.

Tuition aid may be granted for the purpose of study at any of the following approved institutions:

- Educational institutions accredited or approved by a nationally recognized accrediting agency, or by a state department of education, or by a state university. If you are in doubt, check with your Educational Services Officer, who will consult the appropriate directives.
- U. S. high schools, providing they are accredited by their regional accrediting agencies.
- Certain foreign colleges and universities. (In this case, however, you must submit your tuition aid request to the Bureau of Naval Personnel.)

Under no conditions is tuition aid granted for study at any institution which discriminates in any fashion against race, color or national origin.

As a general rule, tuition aid is granted for educational, professional and vocational courses at all levels of education, providing only that the institution attended meets the above criteria. However, correspondence courses and programs for avocational or recreational purposes are not approved.

IN CERTAIN CIRCUMSTANCES, tuition aid is approved for "no credit" courses. This is usually the case only when the student is seeking to prepare for higher level credit courses in which he is presently ineligible to enroll. Approval for "no credit" courses is given only when the course in question involves formal class attendance, homework or class study, and satisfactory course completion is dependent upon the passing of a final examination.

Until recently, tuition aid would pay three-fourths of the tuition costs, not to exceed $14.25 per semester hour (or prorated amounts for quarter hours and Carnegie Units). As of last July, however, the maximum cash limitation was removed, and the Navy will now subsidize a straight three-fourths of the tuition costs.

One other limitation on tuition aid remains, however. The Navy will not subsidize more than seven semester hours (or the equivalent in quarter hours or Carnegie Units) per semester. This is dictated by logic. Seven hours is almost half of a full college load, and more might induce obvious dangers. Too demanding a program could cause grades to suffer, military performance to drop, and family problems to develop.

By the same token, men participating in a full-time college program, such as the college degree or associate degree completion programs, are not eligible for tuition aid.

IF YOU WISH to apply for tuition aid you should submit, as early as possible, the tuition aid request form (available at most personnel and Educational Services offices). When submitting your request, you must specify the institution you wish to attend and the course in which you wish to enroll. Tuition aid may be granted before your course begins, or while it is in progress, but not after it has been completed.

Officers who apply for tuition aid must sign an agreement to remain on active duty for two years after completion of the course. Once the study begins, this agreement is binding—unless the officer is unable to finish due to circumstances beyond his control, such as the receipt of change-of-station orders.

Tuition aid may not be used to supplement financial assistance received from any other agency of the federal government. This means you may not receive both tuition aid and VA assistance (under the provisions of the G. I. Bill) for the same course. You may, if you wish, alternate between the two assistance programs—you could receive tuition aid one semester, and the G. I. Bill the next.

Money for the tuition aid program is limited, so a priority has been established. First priority goes to career designated Navymen who are not eligible for the G. I. Bill. Second in line are Navymen who are not eligible for VA educational programs because they do not have the required two years of completed military service. If there is money left (as there often is), tuition aid may be received by career men who are eligible for both the G. I. Bill and for tuition aid.

When the course is completed, you are required to submit your grades to your Educational Services office. If—for reasons other than circumstances beyond your control—you withdraw from the course before completion, or if you do not earn a satisfactory grade, you will be required to repay the aid received for that course.

Cold War GI Bill
Veterans Educational Assistance

Type of Program	Dependents None	One	Two	Each Over Two
Institutional				
Full time	$130	$155	$175	$10
Three-quarter time	95	115	135	7
Half time	60	75	85	5
Less than half time or while on active duty	Payments computed at the rate of the established charges for tuition and fees or at the rate of $130 per month for full-time course, whichever is the lesser.			
Cooperative training	105	125	145	7
Correspondence	Cost only. Paid quarterly.			

Full-time institutional training consists of 14 semesters hours or the equivalent; three-quarter time consists of 10 to 13 semester hours or the equivalent; half-time training consists of seven to nine semester hours or the equivalent.

A cooperative program is a full-time program of education which consists of institutional courses and alternate phases of supplemental training in a business or industrial establishment.

A veteran who must complete high school training to qualify for higher education may receive educational assistance allowance without a charge against his basic entitlement. This also permits additional secondary school training such as refresher courses or deficiency courses needed to qualify for admission to an appropriate educational institution.

For additional information concerning form, flight, apprenticeship and on-the-job training, see VA Pamphlet 20-67-1, August 1967.

Education Via G. I. Bill

The Veterans Readjustment Benefits Act of 1966, commonly known as the Cold War G. I. Bill, offers educational benefits to most men who have been on active duty for more than two years. Unlike tuition aid, the G. I. Bill will pay tuition for most forms of off-duty study. But also unlike tuition aid, the G. I. Bill is limited to no more than 36 months of full-time college study.

You are eligible for the G. I. Bill while you are still serving on active duty if you have a minimum of 24 consecutive months of active service after 31 Jan 1955. In most cases this simply means that if you are on active duty at present, and have been on active duty for the last two years, you qualify.

There are, however, some exceptions. When computing that 24 months of consecutive service, you may not include any time spent attending the U. S. Naval Academy, serving on active duty for training as a Reservist, or during which you were assigned to a civilian school by the Armed Forces on a full-time basis and in which the curriculum was basically the same as that offered to civilians. In other words, you can't count time spent in programs such as NESEP, NROTC or ADCOP.

As a general rule, while on active duty you earn educational assistance at the rate of one month of assistance for each month of service, up to a maximum of 36 months' entitlement. When you attend school, you receive prorated subsidy, depending upon the amount of study you undertake.

For part-time high school or college, entitlement is used up on a one-quarter basis. For example, if you took one three-hour course, administered in a four-month semester, you would use one-fourth of your four-month entitlement: You would be charged one month's entitlement.

As shown in the box (at left), your educational benefits while on active duty will amount to $130 per month or the total amount of tuition and fees, whichever is less. The payments are made each month, and computation can become quite complex—but for a simple example, if you paid $40 tuition and fees for an acceptable course which lasted four months, you would receive a check from the VA for $10 each of the four months. The payments are made on the 20th of the month following the month of entitlement: If you earned $50 in benefits for the month of March, for instance, your check would be mailed to you on the 20th of April.

TO APPLY FOR educational benefits while on active duty, your first step is to submit the Serviceman's Application for Program of Education (VA form 21E-1990a), available at your Education office.

When submitting this form, you should set your sights high, as only one program change is permitted. For example, if you have a high school education and you wish to take one or two college courses, you would probably be wise to state your program or objective as the bachelor's degree. Similar advice would probably hold true for graduate study as well.

After your application has been accepted by the Veterans Administration, the VA will mail you two forms. One is the Certificate of Eligibility, which will confirm that you are eligible for the G. I. Bill and will determine your maximum entitlement.

On the reverse of this form is an enrollment certificate, which must be completed and forwarded by the school to VA as evidence of your enrollment in the education program approved by VA.

The second form is the Certificate of Availability, which must be completed and approved by your administrative chain of command. This form certifies that you will be able to pursue a program of education and that the program will not conflict with your military duties. A new Certificate of Availability must be completed for each semester in which you receive VA assistance.

If you have trouble filling out either of these forms, you may receive assistance from your Educational Services Officer.

THE LIMITATIONS imposed on VA assistance are similar to those which apply to the Tuition Aid Program:

- Any course which is avocational or recreational in character will not be approved unless you submit justification showing that the course will be of bona fide use in your present or contemplated business or occupation.
- Flight training, other than a course given by an educational institution of higher learning for credit toward a standard college degree, will not be approved.
- Apprentice, or other on-the-job training, or institutional on-farm training will not be approved.
- Open circuit television or radio courses may not be approved unless you are enrolled in a program, pursued in residence, which leads to a standard college degree, and which includes subjects offered through open circuit television, and the major part of which requires conventional classroom attendance.
- The educational allowance is not payable if you are enrolled in a course paid for by the United States under the provisions of any other law (including tuition aid) where the allowance would constitute a duplication of benefits from the federal treasury.

However, if the identity of such funds is lost by being combined with funds from other courses—which is the case in certain grants and scholarships—they are no longer considered a duplication of benefits. If you receive financial benefits other than from the G. I. Bill, the Veterans Administration must make a determination as to whether or not receiving both would constitute a duplication of benefits. (Incidentally, a veteran may receive both the G. I. Bill benefits and a National Defense Education Loan, as the former is an outright grant but the latter is a loan which must be repaid.)

- A change of program will not be approved if your original program was interrupted or discontinued due to your own misconduct, neglect, or lack of application. This restriction, however, may be removed if there is a reasonable likelihood that there will not be a recurrence of such an interruption or failure.

When you have been accepted by the VA and enrolled, you will receive each month a special VA card which you will complete on the last day of each month you go to school and mail to the Veterans Administration. In return you will receive a check for the amount to which you are entitled for that month.

VA Regional Offices Are Ready to Help You

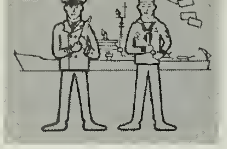
If you are on active duty, you may obtain applications for Cold War GI schooling only from USAFI, at Madison, Wis. 53703, or from your Educational Services Officer. Ask for VA Form 21E-1990a.

However, whether you are on active duty or are a veteran, Cold War GI school information is readily available through any of several Veterans Administration Regional Offices scattered nationwide.

If there is no VA office near your present location, as a rule, local representatives of various veterans' organizations, in addition to the Red Cross, usually have such information available.

If you are a veteran, you may write to any of the VA regional offices listed below, or to USAFI, to obtain GI Bill education information and application forms. Here are the locations of VA Regional Offices.

ALABAMA
Montgomery
ALASKA
Anchorage
Juneau
ARIZONA
Phoenix
ARKANSAS
Little Rock
CALIFORNIA
Los Angeles
San Diego
San Francisco
COLORADO
Denver
CONNECTICUT
Hartford
DELAWARE
Wilmington
DISTRICT OF COLUMBIA
Washington, D. C.
FLORIDA
Jacksonville
Miami
St Petersburg
GEORGIA
Atlanta
HAWAII
Honolulu
IDAHO
Boise
ILLINOIS
Chicago
INDIANA
Indianapolis
IOWA
Des Moines
KANSAS
Wichita
KENTUCKY
Louisville
LOUISIANA
New Orleans
Shreveport
MAINE
Portland
Togus
MARYLAND
Baltimore
MASSACHUSETTS
Boston
Springfield
MICHIGAN
Detroit
MINNESOTA
St Paul
MISSISSIPPI
Jackson
MISSOURI
Kansas City
St Louis
MONTANA
Fort Harrison
NEBRASKA
Lincoln
NEVADA
Reno
NEW HAMPSHIRE
Manchester
NEW JERSEY
Newark
NEW MEXICO
Albuquerque
NEW YORK
Albany
Buffalo
New York City
Rochester
Syracuse
NORTH CAROLINA
Winston-Salem
NORTH DAKOTA
Fargo
OHIO
Cincinnati
Cleveland
Columbus
OKLAHOMA
Muskogee
Oklahoma City
OREGON
Portland
PENNSYLVANIA
Philadelphia
Pittsburgh
Wilkes-Barre
PHILIPPINES
Manila
PUERTO RICO and VIRGIN ISLANDS
San Juan, P.R.
RHODE ISLAND
Providence
SOUTH CAROLINA
Columbia
SOUTH DAKOTA
Sioux Falls
TENNESSEE
Nashville
TEXAS
Dallas
Lubbock
San Antonio
Waco
UTAH
Salt Lake City
VERMONT
White River Junction
VIRGINIA
Roanoke
WASHINGTON
Seattle
WEST VIRGINIA
Huntington
WISCONSIN
Milwaukee
WYOMING
Cheyenne



Correspondence Courses

SOME 15 or 16 years ago, the Navy adopted the idea of furnishing Navymen, both Regular and Reserve, with correspondence courses to guide them in their study for advancement in ratings examinations. Since then, it has worked out quite nicely, thank you.

Each year, some courses have been added, others dropped. Some have been revised or combined. There have been a number of changes made since the complete list appeared in the February 1963 issue of ALL HANDS. Below you will find a current list of correspondence courses.

Whether or not you check out a correspondence course is strictly up to you. However, any Navyman who is interested in getting ahead will find it a smart thing to do because, basically, an enlisted correspondence course is simply a set of questions dealing with information contained in the Navy Training Courses.

The purpose of these questions is to help you get the most out of your study.

This is done by pointing out important definitions, the reasons things are done in one way rather than another, the cause and effect of various actions, the similarity or difference of certain objects, recognizing and identifying mistakes, and common principles which apply to more than one situation.

When you enroll in a correspondence course, which

An asterisk (*) following the title of a course indicates an officer/enlisted course. The abbreviation CONF indicates a confidential course; MH indicated modified handling; and RD stands for restricted data.

General Courses

NavPers Course Number	Course Title	Assignments
91221–F	Advanced Mathematics, Vol. I	6
91224–D	Basic Electricity, Part I	6
91226	Basic Electricity, Part II	5
91228–1D	Basic Hand Tools	5
91230–E	Basic Machines	4
91223–3	Blueprint Reading and Sketching	3
10440	Disaster Control*	11
91423–1	Enlisted Transfer Manual	5
91505	Fld. Mfg. of Industrial Gases	12
10439	Fluid Power*	6
10444	Introduction to Naval Electronics*	5
91258–A	Introduction to Sonar	4
10448	Mathematics, Part I*	11
10450	Mathematics, Part III*	14
10445	Naval Electronics, Part I*	15
10446	Naval Electronics, Part II (CONF)*	10
10447	Naval Electronics, Part III (CONF)*	7
91217–H	Standard First Aid Training Course	5
91468–1F	U.S. Navy Shore Patrol	3

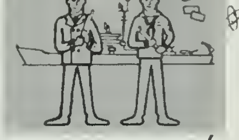
Basic Courses

NavPers Course Number	Course Title	Assignments
91600–C	Airman	11
91202–1C	Basic Military Requirements	5
91562–1E	Constructionman	5
91500–2C	Fireman	5
91206–E	Military Requirements for Petty Officers 3 & 2	6
91207–E	Military Requirements for Petty Officers 1 & C	5
91240–1E	Seaman	10
91691–1G	Stewardsman	3

Rating Courses

NavPers Course Number	Course Title	Assignments
91664–2	Aerographer's Mate 3 & 2	13
91603–1	Aerographer's Mate 1 & C	16
91676–1A	Air Controlman 3 & 2	9
91677–8	Air Controlman 1 & C	5
91577–A	Aviation ASW Technician 3 & 2 (CONF)	10
91697	Aviation ASW Technician 1 & C (CONF)	11
91678–A	Aviation Boatswain's Mate E 3 & 2	9
91672–A	Aviation Boatswain's Mate E 1 & C	7
91679–B	Aviation Boatswain's Mate F 3 & 2	7
91680	Aviation Boatswain's Mate F 1 & C	4
91636–1C	Aviation Boatswain's Mate H 3 & 2	5
91638–1	Aviation Boatswain's Mate H 1 & C	3
91610–1E	Aviation Electrician's Mate 3 & 2	14
91611–2A	Aviation Electronics Mate 1 & C	8
91613–2	Aviation Electronics Technician 3 & 2 (CONF)	21
91615–D	Aviation Electronics Technician 1 & C (CONF)	13
91633–1B	Aviation Fire Control Technician 3 (CONF)	12
91634–2A	Aviation Fire Control Technician 2 (CONF)	11
91635–2	Aviation Fire Control Technician 1 & C (CONF)	14
91582	Aviation Machinist's Mate J 3 & 2	8
91587–B	Aviation Machinist's Mate J 1 & C	7
9136B–A	Aviation Machinist's Mate R 3 & 2	9
91608–1	Aviation Machinist's Mate R 1 & C	5
91498–A	Aviation Maintenance Administrationman 3 & 2	4
91499	Aviation Maintenance Administrationman 1 & C	7
91665–2	Aviation Ordnanceman 3 & 2	17
91662–1A	Aviation Ordnanceman 1 & C	7
91674–B	Aviation Storekeeper 3 & 2	8
91675–1A	Aviation Storekeeper 1 & C	8
91622–1A	Aviation Structural Mechanic E 3 & 2	10
91366	Aviation Structural Mechanic E 1 & C	5
91365	Aviation Structural Mechanic H 3 & 2	6
91367	Aviation Structural Mechanic H 1 & C	6
91364–A	Aviation Structural Mechanic S 3 & 2	10
91364–A (Supplement)	Aviation Structural Mechanic S 3 & 2	6
91650–1A	Aviation Structural Mechanic S 1 & C	7
91243–2B	Boatswain's Mate 3 & 2	8
91245–2B	Boatswain's Mate 1 & C	4
91515–1	Boilermaker 1 & C	8
91512–3	Boilerman 3 & 2	6
91514–3	Boilerman 1 & C	7
91584–2A	Builder 3 & 2	8
91586–2	Builder 1 & C	5
91441–1D	Commissaryman 3 & 2	6
91443–28	Commissaryman 1 & C	3
91407	Communications Yeoman 3	10
91569–2C	Construction Electrician 3 & 2	6
91571–1E	Construction Electrician 1 & C	8
91579–1C	Construction Mechanic 3 & 2	8
91581–28	Construction Mechanic 1 & C	6
91544–2C	Damage Controlman 3 & 2	6

—A Self-Study Program



Navymen on active duty may do through their local commands, you receive a textbook (usually one of the Navy's famous blue books—green if you are in an aviation rating) and an assignment booklet.

The assignment booklet gives you study instructions and other information which will help you study the blue book. There are also questions (usually multiple choice) on the assignment, together with an answer sheet on which you mark what you think to be the correct answer.

The questions in the assignment booklet are not tests, only study aids. You can answer them with your book open, and should, to get the most out of the questions.

When you get all the questions answered, go over the assignment again to make sure you did your best.

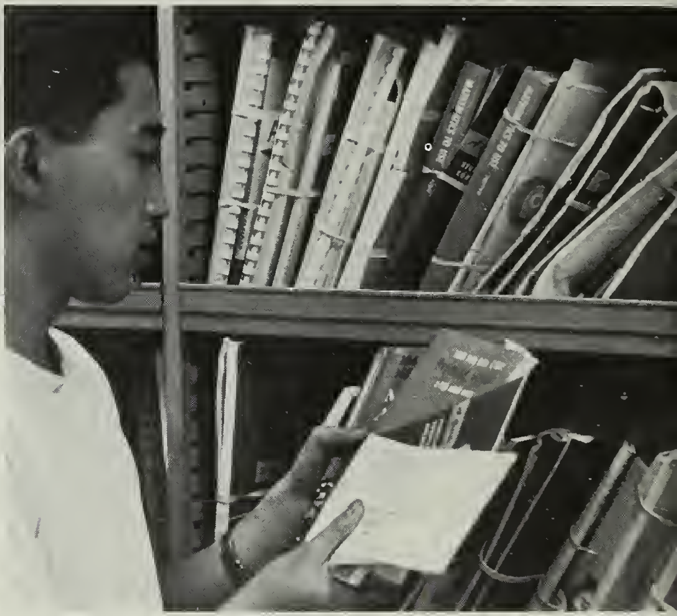
When you mail your assignment for grading, it will be individually scored. Your answer sheet will be returned to you and, if you missed a question, references will be given to help you correct it. Your grade on the assignment will also be given.

Don't go overboard in your enthusiasm. You may take only one course at a time. Your first step will be to see your educational services officer, your division officer or personnel officer. You'll be told how to apply for the course.

Here's the list:

NavPers Course Number	Course Title	Assignments
91546–1D	Damage Controlman 1 & C	5
91681–1B	Dental Technician, General 3 & 2	9
91682–1B	Dental Technician, General 1 & C	5
91686–1C	Dental Technician, Prosthetic 3 & 2	5
91687–1D	Dental Technician, Prosthetic 1 & C	5
91689–1C	Dental Technician, Repair	5
91436–3B	Disbursing Clerk 3 & 2	7
91438–3A	Disbursing Clerk 1 & C	4
91524–1C	Electrician's Mate 3 & 2	6
91526–1B	Electrician's Mate 1 & C	3
91373–2C	Electronics Technician 3	9
91375–2	Electronics Technician 2	9
91376–C	Electronics Technician 1 & C (CONF)	8
91564–2A	Engineering Aid 3 & 2	14
91566–2	Engineering Aid 1 & C	4
91519–2A	Engineman 3 & 2	9
91521–F	Engineman 1 & C	5
91574–2C	Equipment Operator 3 & 2	5
91576–2C	Equipment Operator 1 & C	6
91339–1A	Fire Control Technician 3	9
91340–1A	Fire Control Technician 2	6
91346–1	Fire Control Technician 1 & C	9
91355–2	Gunner's Mate G 3 & 2	6
91357–1A	Gunner's Mate G 1 & C	5
91379	Gunner's Mate M 3 & 2 (CONF)	6
91380	Gunner's Mate M 1 & C (CONF)	8
91377–A	Gunner's Mate T 3 & 2 (CONF–RD)	8
91378–A	Gunner's Mate T 1 & C (CONF–RD)	5
91669–3	Hospital Corpsman 3 & 2	7
91671–1A	Hospital Corpsman 1 & C	8
91667–1C	Hospitalman	5
91488–1	Illustrator-Draftsman 3 & 2	7
91383–C	Instrumentman 3 & 2	3
91385–1	Instrumentman 1 & C	7
91529–1	Interior Communications Electrician 3 & 2	8
91531–1	Interior Communications Electrician 1 & C	5
91452–1A	Journalist 3 & 2	5
91453	Journalist 1 & C	3
91471–1	Lithographer 3 & 2	7
91475–1E	Lithographer 1 & C	6
91274–1	Machine Accountant 3 & 2	7
91275	Machine Accountant 1 & C	4
91507–2A	Machinery Repairman 3 & 2	8
91509–2A	Machinery Repairman 1 & C	3
91502–2A	Machinist's Mate 3 & 2	8
91504–D	Machinist's Mate 1 & C	5
91335–2A	Mineman 3 & 2 (CONF)	6
91337–2	Mineman 1 & C (CONF)	7
91360–2	Missile Technician 3 & 2 (CONF–MH)	8
91361	Missile Technician 1 & C (CONF)	9

NavPers Course Number	Course Title	Assignments
91554–1C	Molder 3 & 2	6
91556–1A	Molder 1 & C	8
91386	Opticalman 3 & 2	10
91389–1	Opticalman 1 & C	5
91639–1B	Parachute Rigger 3 & 2	6
91606–1C	Parachute Rigger 1 & C	6
91549–1A	Patternmaker 3 & 2	6
91551–A	Patternmaker 1 & C	6
91420–1C	Personnelman 3 & 2	6
91422–2	Personnelman 1 & C	5
91422–2 (Supplement)	Personnelman 1 & C	2
91493–1	Photographer's Mate 3 & 2	20
91649–A	Photographer's Mate 1 & C	13
91592–B	Photo Intelligenceman 3 & 2 (CONF)	13
91683	Photo Intelligenceman 1 & C (CONF)	10
91401–3A	Postal Clerk 3 & 2	5
91460–1	Postal Clerk 1 & C	4
91286–2A	Quartermaster 3 & 2	6
91253–C	Quartermaster 1 & C	5
91269–1A	Radarman 3 & 2 (CONF–MH)	11
91268–C	Radarman 1 & C (CONF–MH)	7
91403–1D	Radioman 3 & 2	6
91405–3A	Radioman 1 & C	6
91535–1C	Shipfitter 3 & 2	7
91542–B	Shipfitter 1 & C	5
91447–1C	Ship's Serviceman 3 & 2	4
91450–C	Ship's Serviceman 1 & C	4
91465–1B	Ship's Serviceman Barber Handbook	2
91464–C	Ship's Serviceman Cobbler Handbook	2
91466–E	Ship's Serviceman Laundry Handbook	3
91463–1E	Ship's Serviceman Tailor Handbook	2
91291–E	Signalman 3 & 2	5
91292–A	Signalman 1 & C	2
91261–1A	Sonarman G 3 & 2 (CONF)	7
91259–4	Sonarman S 3 & 2 (CONF)	6
91265–A	Sonar Technician 1 & C	5
91589–1C	Steelworker 3 & 2	7
91591–1C	Steelworker 1 & C	6
91693–2D	Steward 3 & 2	5
91696–E	Steward 1 & C	3
91431–3D	Storekeeper 3 & 2	6
91433–2B	Storekeeper 1 & C	4
91297–D	Torpedoman's Mate 3 & 2 (CONF)	7
91299–1	Torpedoman's Mate 1 & C (CONF)	4
91698–1A	Tradevman 3 & 2	14
91699–A	Tradevman 1 & C	8
91594–2A	Utilitiesman 3 & 2	8
91596–2A	Utilitiesman 1 & C	6
91414–3E	Yeoman 3 & 2	4
91416–3B	Yeoman 1 & C	5



USAFI AT YOUR SERVICE

THE GOAL of the United States Armed Forces Institute (USAFI) is to help all members of the armed forces raise their educational level through a voluntary program of correspondence and group study courses.

To accomplish its purpose, the Institute offers more than 200 courses at pre-high school, high school, technical and college levels. In addition, 46 of the nation's leading colleges and universities participate in USAFI's educational program by offering over 6600 college level courses.

A Navyman enrolling in his first USAFI technical, high school or college level correspondence course is required to pay a five-dollar fee. This is one of the biggest bargains in the world for, as long as the student's progress is satisfactory, he may continue taking USAFI courses.

There is a separate fee schedule given in the NavPers 15819 series for correspondence courses offered by colleges and universities through USAFI. No charge is made for enrollment in group pre-high school or spoken language courses, or for *any* group study course using USAFI materials.

In addition to offering correspondence courses, the Institute also has a testing service. For non-high school graduate servicemen whose subsequent experience has enhanced their formal schooling, the Institute administers achievement tests to determine the prospective student's proper grade level. This test also provides a peg upon which to judge the student's progress during or after he receives instruction.

USAFI also administers General Educational Development (GED) high school-level tests. A Navyman who failed to complete high school before enlisting may take this test and, if he passes, receive a completion certificate. So far as the Navy is concerned, the man, if he passes, is then a high school graduate.

Navymen who want to obtain a diploma from the high school they previously attended can usually obtain one by making up required courses through USAFI study. Most state education departments will award High School Equivalency diplomas upon application, on the basis of GED tests.

The United States Armed Forces Institute also administers the general examinations of the College-level Examination Program, which a man may take to increase a previously established score in order to meet the higher standards of the military establishment.

All USAFI tests are administered locally by test control officers who are appointed by individual commands. The tests are usually given by locally appointed examiners who are assisted by proctors. The tests are graded at USAFI headquarters in Madison, Wisc., or at overseas USAFIs. Achievement tests are graded locally.

Among the USAFI college-level courses offered to members of the armed forces are the courses of 46 leading universities and colleges which cooperate with USAFI in its correspondence program.

These courses may be taken for academic credit. Academic credit obtained through USAFI college courses, however, is not always transferable to other institutions of higher learning. Navymen working toward a degree and using USAFI courses should, therefore, consult the institution which will grant the degree concerning USAFI college courses and academic credit.

Local educational services officers should be able to provide interested Navymen with a list of available USAFI courses and supply a DD Form 305 for enrolling in the United States Armed Forces Institute.

After a Navyman takes all the courses he thinks he needs, USAFI will be glad to furnish transcripts of his grades to colleges or prospective employers. All he has to do is ask.

HAVE YOU CHECKED THE SCORE?

DP in Navy parlance does not stand for Displaced Person.

Quite the contrary.

A Navy DP—data processing technician—is exceptionally well placed in our computer-age sea service.

Admittedly, there was a time when some of our DPs may have considered themselves displaced persons.

Why?

Because they initially served in some other rating to which they were less suited before converting to the DP rating, that's why.

This switch for some was made possible by the SCORE program, the Navy's Selective Conversion and Retention Program which tries to fit qualified junior petty officers and strikers into billets created by the ever-increasing demand for highly skilled enlisted technicians in the Navy.

Through SCORE, some of them received formal school training (which is guaranteed by the program) and, in some cases, automatic promotion to the next higher pay grade, based on individual academic standing.

There are at least 15 Navy ratings to which an individual may switch and reap beneficial schooling in the process. These ratings include ABE, AE, AQ, AT, BT, CT, DS, EM, ET, FT, IC, RD. RM, ST and DP.

While the process of conversion from one rating to another through the SCORE program is, in itself, a simple one, trying to explain the mechanics of doing so is another story.

To begin with, the program is actually aimed at those ratings which are considered to be crowded. Therefore, if you have not received any benefits from the STAR Program and are serving in one of the following crowded ratings, and would like to switch to one of those mentioned above, then SCORE could be for you.

Here are the "from which" source ratings the Navy feels can sustain a trimming: ABF, ABH, AD, AK, CYN, DK, DM, IM, LI, ML, MN, PC, PH, PR, PN, SH and TD.

If your rating is not included, don't give up. There is still another list of source ratings referred to as the Neutral List. It is comprised of AC, AG, AM, AO, AS, AX, AZ, BM, BU, CE, CM, CS, DC, DT, EA, EN, EO, GM, GMT, HM, JO, MM, MR, MT, MU, OM, PM, PT, QM, SF, SK, SM, SW, TM, UT and YN.

Convertees from Neutral List ratings, however, must meet specific conditions. For instance, individuals serving in ratings for which no variable reenlistment bonus is authorized may convert to any of the "to which" ratings only when eligible for reenlistment within three months of their expiration of active obligated service (EAOS).

Those persons serving in a VRB multiple rating, who are within one year of their EAOS, may request conversion to those "to which" ratings that offer a higher Variable Reenlistment Bonus award than the rating in which they are presently serving.

The terms "junior petty officers" and "strikers" include pay grade E-3 identified strikers and third and second class petty officers. Incentives for conversion are offered to each of these three pay grades. For example, strikers may receive if eligible:

- Reenlistment bonus.
- Proficiency pay upon conversion.
- Variable reenlistment bonus.
- Guaranteed assignment to an appropriate Class "A" school.
- Immediate change of rating, or rating designator, upon satisfactory completion of Class "A" school.
- Automatic advancement to pay grade E-4, if eligible.
- Guaranteed assignment to an appropriate Class "B," "C," or an Equivalent "B" ("EB") school, following a period of on-the-job training in the new rating.

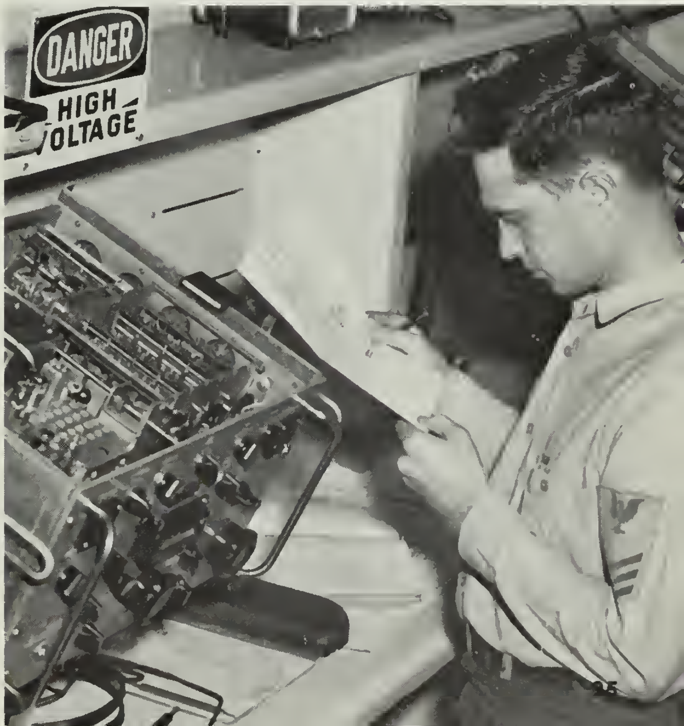
The same incentives are guaranteed pay grades E-4 and E-5, except second class petty officers cannot be automatically promoted to PO1.

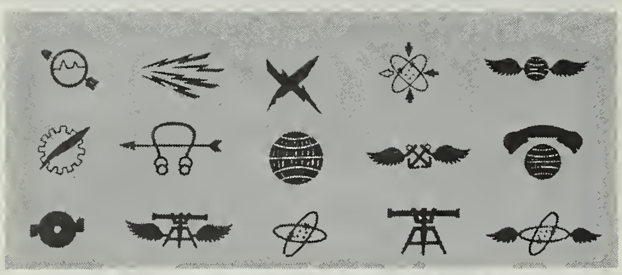
There are a number of eligibility requirements you must meet as a SCORE candidate.

First, you must have at least 21 months' active service either in the Regular Navy or Naval Reserve. In addition, you must not have more than 10 years' total active military service on record at the time of your application.

SCORE candidates obligate themselves for at least six years' service by extending, reenlisting or, in the case of Naval Reservists, enlisting under an active duty contract. Before doing so, however, they must obtain Bureau of Naval Personnel approval to convert to a specific rating.

Candidates must also meet the minimum test score





Ratings to which you may convert under SCORE.

levels for entrance into Class "A" schools. These levels usually consist of a combination of GCT, ARI, MECH and ETST scores ranging from 100 to 170. Requirements generally differ for each school.

Point waivers are not uncommon. In exceptional cases, a waiver of up to 10 points on a combined test score requirement, or a five-point waiver on a separate test score requirement, may be granted by BuPers.

If you should require a greater waiver, it is advisable that you request a retake of the basic test battery. Keep in mind that retests are restricted to individuals who have not previously been retested and who can furnish evidence of high school graduation or equivalency and a positive improvement in educational background. At least two years must have lapsed since you initially took the battery exam.

MILITARY CONDUCT is as important as your educational level. Individuals recommended for the SCORE program must meet certain minimum requirements. If you have any question as to your eligibility in this area, ask your personnel man to show you the behavior levels listed under Article D-2304 of the *BuPers Manual.*

If, while attending a SCORE incentive school, an individual becomes ineligible because of academic failure or misconduct, he will be dropped from the SCORE program and be expected to fulfill his obligated service time unless he's being discharged for administrative or disciplinary reasons.

Once you've been classified as a SCORE convertee, transfer to the appropriate Class "A" school related to your newly chosen rating will normally occur within 12 months after you submit a request for school. At any rate, you should submit your request for Class "A" and "P" schools four months before the class convening date.

There are two publications which list the Class "A" schools to which SCORE convertees are assigned. These pubs are the *Formal Schools Catalog*, NavPers 91769 series, and the *Navy Formal Schools Catalog*, Naval Air Training Command. Your Educational Services Officer or Career Counselor should have copies for reference.

If you are converting to a rating which requires a minimum of six years' training (or requires an individual to obligate himself for six years to receive such training), you will be assigned to a Class "C" or an "EB" school after completing Class "A" school.

UPON GRADUATING from these schools, however, you must first serve 18 months on the job before you may request assignment to a Class "B" school. At the time you enter the "B" school, you will be expected to meet your obligated service requirements as you will already have had your rating changed.

A significant SCORE program change of late deals with promotions from pay grade E-5 to E-6. If, after graduating from Class "A" school you are authorized advancement to E-6 as a result of passing a Navy-wide examination, you may do one of two things—change your rating at the E-5 level and waive advancement to pay grade E-6, or be advanced to E-6 in your present rating and be identified as an on-the-job trainee in the field to which you are converting, until such time that you can take an examination for lateral change of rating. Authorization to take this exam usually is granted by your supervisors when they consider you qualified in your new field of endeavor.

As an on-the-job Class "A" graduate, you must work in your new rating for at least one year, but not more than two years, as a trainee. Afterward, if your job performance has been satisfactory, you can expect to be assigned to a Class "B," "C," or an "EB" school within 12 months of the date you request such training.

Here again, just as with the requests for "A" and "P" schools, you should submit your request at least four months before the convening date of the school you want to attend.

Not every striker is going to receive an automatic promotion as icing on the Class "A" graduation cake, but advanced education is guaranteed to all those who complete their on-the-job training and are advanced to pay grade E-4 some time before their obligated service time with the SCORE program ends.

If you qualify and accept a school assignment (Class "B," "C," or "EB"), you must further obligate yourself to enough time in service to complete the training plus an appreciable length of time with the Fleet.

MAKE NOTE that for certain ratings Class "B" or "EB" schools may not exist. In this case, Class "C" training, if available, will be guaranteed in lieu of "B" or "EB," if requested by the individual. Automatic advancement to pay grade E-5 is not authorized to graduates of Class "C" school training.

There are a number of such stipulations surrounding the SCORE program's automatic promotion system which each SCORE candidate should be familiar with.

An E-3 striker, for example, may be automatically promoted to pay grade E-4 in the rating to which he is converting by the commanding officer of a Class "A" school provided he:

- Has met all the eligibility requirements noted in the *Manual of Advancement in Rate or Rating* (NavPers 15989).
- Has reenlisted or extended his present enlistment as required by SCORE guidelines outlined in BuPers Inst 1440.27B.
- Is a graduate of the Class "A" school with a final

These are ratings on the neutral list in SCORE program.

grade equal to or higher than the upper 50 percentile for the class (the percentile is computed quarterly based on the performance of U. S. Navy students of the applicable Class "A" school for the previous four quarters). Advancement is made effective upon graduation.

THOSE INDIVIDUALS in pay grade E-3 who are advanced to pay grade E-4 through Navy-wide competitive examinations are eligible for automatic advancement to E-5 if they satisfactorily complete Class "B" or "EB" school after their advancement to pay grade E-4 becomes effective.

An individual in pay grade E-4 may be promoted to E-5 by the commanding officer of a Class "B" or "EB" school provided the student meets certain requirements, such as being eligible according to the *Quals Manual*, and by having sufficient obligated service.

In the event the individual does not have sufficient time in pay grade to justify an automatic promotion, an entry should be placed in his service record indicating that upon completion of such required time, and when eligible, he may be advanced.

Some E-4 SCORE graduates from certain "EB" schools may be eligible for automatic advancement right now. The list of those "EB" schools may be found in BuPers Inst 1440.27B. Over 100 schools are listed which pertain to FBM, SSBN and nuclear power training, schools for FTs and GMs, and schools for STs, ETs and DSs.

Although retroactive advancements are not authorized, the effective date of advancement will be the date the CO actually makes the promotion. For individuals to be advanced automatically after 1 August this year they must pass the military leadership exam. No further examining is required.

THERE IS ONE remaining thought concerning automatic promotions.

If you received an automatic advancement to pay grade E-4, you are not authorized a second automatic boost to pay grade E-5. You must earn this promotion through competitive Navy-wide examination.

Because the SCORE program opens the doors to many of the Navy's technological fields, it stands to reason only those individuals with sound potential should be recommended for conversion of ratings.

If you show signs of potential development, and are sincere in your wish to advance through another field of endeavor, then you are the man the Navy is looking for. Proper aptitude and motivation to succeed are the keynotes.

Once your mind is made up and you've been interviewed by your career counselor, you should immediately start the ball rolling by submitting a SCORE conversion request to the Chief of Naval Personnel (Pers-B2211). Be sure to include a special report of your enlisted performance evaluation with the request.

EMs in these ratings may convert under certain conditions.

Ratings from which you may convert under SCORE.

If your request is approved by BuPers, you will be discharged for the convenience of the government and immediately reenlisted in the Regular Navy for a term of six years. On the chance you have already reenlisted, then it may be only necessary for you to extend your present enlistment to give you the required obligated time to participate in the SCORE program.

FURTHERMORE, it may be possible for you to receive a variable reenlistment bonus if you are eligible for a first reup bonus and complete your conversion process before your extension becomes effective.

As mentioned before, Naval Reservists on active duty for two years are also eligible to take advantage of the SCORE program. They should begin their processing for conversion at least 90 days before the expiration date of their term of active duty. This will allow adequate time to process their requests.

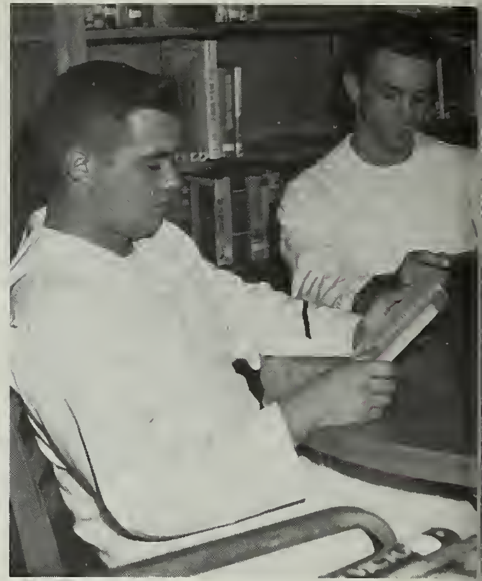
Time, as usual, is a major factor, especially if you lack proper security clearance or other requirements for the rating to which you want to convert. If you do, you must then request an appropriate clearance according to the guidelines set down by BuPers Inst 5510.3 series.

Every effort will be made to direct you toward the primary rating of your choice. However, there are times when SCORE applicants must, out of necessity, be geared to an alternate rating. This is why every applicant must indicate an alternate rating in which he would like to serve. For example, when requesting conversion to the CT rating, the alternate conversion choice should be a rating other than another Class "A" school within the CT rating.

ONE OF THE BEAUTIES of switching ratings through the SCORE program is the opportunity of working in the rating to which you are converting before you are assigned to a school. This procedure is followed by all commands whenever possible.

This information has been aimed at the individual who might be qualified for the SCORE program. Perhaps you know of someone whom you believe to be ill-suited in his present job but would excel in another. If so, bring the SCORE program to his attention.

If you are a senior petty officer or division officer, keep an eye open for such individuals, during reenlistment interview sessions in particular. There may very likely be "displaced persons" serving in your unit who are eligible in all respects for the SCORE program, but lack proper guidance in planning their careers. Don't allow them to become short-timers. Aim them in the right direction and SCORE.



HANDBOOKS—Navy libraries aboard ship and on station are well stocked with books for pleasure or knowledge.

TALKING 'BOOKS'—Navyman studies language in station library. *Below:* Library facilities have come a long way since this photo was taken in 1923.

BOOKS:

THIS IS THE AGE of education. But education can be informal, and what's more, it can be relaxing and fun. That's why the Navy has more than 1300 general libraries of which some 800 are aboard ship.

Reading, and particularly the reading of books, is basic to education. It is the skill most essential in self-improvement and personal advancement. Books are the most compact, most available and economical form for storage and distribution of knowledge.

The U. S. Navy very early in its existence recognized the need for and the utility of books aboard ship where limited space and long periods without shore leave created difficult morale and educational problems.

For these reasons every U. S. Navy ship and shore station has within the command a crew's library containing books whose subject matter ranges from science and technology through the classics to popular mysteries and westerns.

This has been true of all the Navy since the days of World War I, but the foundation of Navy libraries goes back much further, back to the early 1800s.

The first U. S. ship of the line to carry a library was probably the 74-gun USS *Franklin*. Her officers and crewmen contributed about $800 to get their "Seaman's Library" started with some 1500 books.

NAVYMAN uses reference book to help with USAFI course. *Right:* Library aboard *USS Ranger* becomes study center.

Shelves were built in a section of the ship and a librarian was appointed for care of the books before the ship departed New York for a three-year cruise in the Pacific. When *Franklin* returned in 1824, what was left of the book collection was turned over to the Brooklyn Navy Yard to become the nucleus of a seaman's library there.

In 1828, the Navy issued the first list of books to be furnished at public expense for ship and yard use. Included were, among others, the *Encyclopedia Britannica,* still popular, Gibbon's *Decline and Fall of the Roman Empire,* and Euclid's *Elements of Geometry.*

From that point in time, the growth of the library system has been steady if unspectacular. Herman Melville, seaman during 1843-44, found that his ship's library was kept in a cask in charge of a marine corporal. To see what the library held, the contents of the cask had to be dumped on the deck. This made the corporal "cross and irritable" and probably discouraged the timid.

WORLD WAR I saw the Navy come of age. Many shore installations were built and the Fleet was enlarged and modernized. To keep pace, expansion of the library system was required. Demands were heavy, so the library program was placed under separate administration. This office—now the Library Services Branch, General Military Training and Support Division, BuPers—continues to administer the program today.

FOR PLEASURE AND KNOWLEDGE

The Library Services Branch sees that each new ship or station receives a basic assortment of all kinds of books. The initial collection is figured roughly on a basis of one and one-half books per man aboard ship, and of a minimum of two books per man at shore stations. To keep the collection up to date, the Branch continues to supply these libraries with newly published volumes and to replenish libraries which are depleted.

How does the Branch know which books to buy? Books are reviewed by experts who provide the Branch with estimates of worth and readability. Personnel of the Branch have, over the years, developed a special knack for finding books of particular interest to Navymen. Final decision is based on the reviews, on previous selections, on the money available, and so on.

Since most books are selected and purchased before their official publication dates, Navymen overseas usually have an opportunity to read new books almost as soon as the people back home do.

Not all Navy libraries receive all the books selected and purchased. Usually about 600 copies of each clothbound selection are distributed, primarily on a monthly basis, among the 866 ships and 234 naval shore stations located worldwide which are on the clothbound book distribution list.

Some smaller ships—about 300 in number—receive hardbound allotments semiannually. All ships and selected shore activities receive monthly paperback book

shipments as well. All told, the annual distribution, Navy and Marine Corps, amounts to an average of one million books, hardback and paperback, non-fiction and fiction.

What are some of the books recently selected? Here is a sampling from the current list which shows the wide range, from highly technical to pure good humor, exhibited in the selections:

Non-Fiction

Myths of the Space Age, D. Cohen
Love and Sex in Plain Language, E. W. Johnson
Fundamental Principles of Physics, F. Constant
Fall of Japan, W. Craig
Thinking Man's Guide to Baseball, L. Koppett

Fiction

Timelock, D. Cory
One More River to Cross, W. Henry
Red Chinese Air Force Exercise, Diet, and Sex Book, W. R. Hirsch
W.A.S.P., J. Horwitz
Playboy Book of Humor and Satire, Playboy

Usually the list contains about 100 titles, enough to inundate the most ardent reader if he were to tackle them all. However, used wisely, the Navy's general library resources will support practically any line of study; used regularly, they will make for a better Navy. In the reading of good books, pleasure and learning merge and become inseparable.

OVER THERE—Corpsmen and patients use library set up in native style hut while off duty in Vietnam.

THE GREAT OPPORTUNITY: NAVAL

NO ONE likes being second best. That's why man seeks every opportunity to better himself.

Still, there are those who just don't recognize opportunity when it presents itself, or have an attitude that willingly lets opportunity pass them by.

You are one of the lucky ones. You recognized opportunity and grasped it with determination. Now that inward drive has led you to one of the Nation's foremost means of combining an education and a career—an appointment to the United States Naval Academy.

The grounds, or Yard as it is known, look considerably different from the aerial photo in the Academy's catalogue of information. But you may be assured it looks different to all the other arrivals approaching Number One Gate.

Like yourself, they are carrying a set of orders which directed them to report to the U. S. Naval Academy for admission as midshipmen. It was for this moment that you spent the past nine months at the Naval Preparatory School in Bainbridge, Md. Plans, correspondence, interviews, examinations and long hours of study led you there. Remember?

IT ALL BEGAN less than a year ago. You had been in the Navy about a year and had just been advanced to PO3, another good reason to celebrate your 19th birthday which came a week later.

Like most young sailors showing promise of sound leadership, you had gained the attention of your division officer. He asked if you had ever considered applying for any of the officer programs.

Sure, you'd thought a lot about them. But, what chance would someone have with only a high school education? To become an officer in today's Navy requires considerably more.

Precisely. And how better to receive an advanced education than through the Navy? For instance, Annapolis?

And so you watched the first grains of sand begin to flow through your naval career hourglass. You found out your scholastic standing in high school was sufficiently high to meet the entrance requirements of the Academy. Furthermore, your commanding officer gave you an outstanding recommendation which, together with your letter of application, was submitted to the preparatory school and the Naval Academy for consideration. No need to remind you how it felt to be nominated.

To allow you to brush up on study habits, formations and drill routines, you were sent to the Navy's "Prep" school. That "brush up" lasted nine months, during which you took and passed the College Entrance Examination Board tests, a prerequisite must for midshipman candidates.

NOW THAT'S ALL behind you, and you stand on the threshold of a time-honored career.

For you and the other enlisted sailors and marines, the transition will be easier. You've been on your own the past year whereas many of the soon-to-be midshipmen, who arrive a day later, are fresh out of high school. This may well be their first break from family.

The civilian nominees represent a wide variety of the home-town boy. Some will arrive by limousine, others by bus, train and private car. There have been those who reportedly hitchhiked across country to Annapolis.

Sons of sailors, soldiers, doctors, lawyers, farmers, and a hundred other professions, their backgrounds are just as varied as their dress. But this Scotchplaid appearance will disappear overnight and you will sense among you a unity of purpose, a cohesion that will last through four years.

According to the brochure at hand, Bancroft Hall, home of the entire Brigade of 4000 midshipman, is where your check-in process begins. You may be awed by its magnitude. Housing 1873 rooms, it is the largest single dormitory in the U. S., and very likely the world.

AS YOU MAKE your way toward the hall, look around. All those ancient-looking guns scattered over the 300-acre Yard are spoils of war: the Mexican, the Civil, the 1900 Boxer Rebellion in China, the Spanish-American and World War II. Nowhere else in the country will you find such a picturesque nautical setting.

ACADEMY

Inside Bancroft Hall, in the Brigade library, you will hand over your admittance papers, and the $300 you saved will be deposited. This money serves as a deposit toward your initial outfitting. Thereafter, a proportionate amount of your $151 monthly pay will go toward clothing and other essentials. The $1.35 daily ration credit you receive will go directly toward your mess bill, something you will continue to pay as an officer.

You need not worry about starving at the Academy even though your ration allowance is less than 50 cents a meal. Over-all, the midshipmen's consumption of food is astronomical. Each day 4800 quarts of milk and 1500 loaves of bread are consumed. And within a week, the Brigade puts away 12,000 pounds of beef, 18,000 pounds of potatoes, 10,500 pounds of fresh and frozen vegetables and 1200 gallons of ice cream. The Academy has its own dairy, located nearby Annapolis, which produces 1300 gallons of milk daily. All told, the cost for feeding the 4000 midshipmen each week amounts to over $38,500.

When you return to Bancroft proper you will be assigned to a summer Plebe battalion, a specific company and squad, and be given an armful of literature including manuals titled *Fourth Class Summer,* and *U. S. Naval Academy Regulations.* With these important pubs in hand you will proceed to your company area to be assigned a room from where you'll be guided through the remainder of Induction Week.

PRECISION—Midshipmen present arms during parade.

THE ROUTINE will probably be reminiscent of your boot camps days—haircut, outfitting of uniforms, bedding and book issue.

But there is one distinct difference: the ceremony in which you take your oath of office and are sworn in as a midshipman in the U. S. Navy. (*Continued on page 36*)

LOTS OF LEARNING—Curriculum consists of at least 137 semester hours resulting in Bachelor of Science degree.

NAVY EDUCATIONAL OPPORTU

DURING THE PAST fiscal year, there were an astounding 619,179 enrollments in various types of formal Navy schooling. Enlisted men accounted for 542,651 of these enrollments with officers accounting for the 76,528 remaining.

It is estimated that over 90 per cent of all naval personnel ashore and afloat were involved—in the past year—in some form of self-study courses

In the sea service, on-the-job-training approaches 100 per cent participation—an essential requirement for specialized personnel in the electronic, supersonic and nucleonic Navy.

The response on the part of officers and enlisted men to the Navy's educational program serves to point up the Navy's long range educational objectives.

These are the Navy's continuing goals in education:

● That all Navy enlisted personnel entering the Navy without a secondary school education have the opportunity to earn at least a high school diploma or equivalent.

● That all career-designated, career-motivated enlisted personnel who are qualified to pursue an advanced educational program, have the opportunity to continue their formal education leading to an associate degree.

● That all commissioned officers have an opportunity to earn a baccalaureate degree, and further, that personnel demonstrating the qualifications have an opportunity to work on advanced, graduate programs commensurate with their military duty assignments.

ON-THE-JOB TRAINING—This highly effective type of training is the oldest method employed by the Navy to promote career development and is offered usually in conjunction with other programs. Commanding officers are instructed to sponsor on-the-job training programs to help those in their command prepare for advancement. As one example, about 26 per cent of all Navymen trained at the Class "A" school level acquire their knowledge and skills by actually learning on the job.

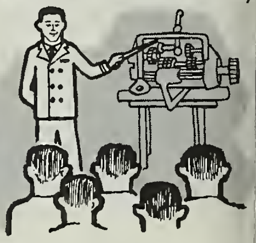
The Chief of Naval Personnel provides manuals, blue books and correspondence courses to assist on-the-job training programs as well as promoting such new training techniques as programed instruction.

Aboard ships at sea there is some aspect of training going on 24 hours a day. Navy ships spend more than half their time in training functions, and naval personnel—officer and enlisted—are "in training" throughout their Navy careers.

NAVY VOCATIONAL TRAINING SCHOOLS—These include Class "A," "B," "C," and Functional schools.

BuPers Class "A" schools provided basic rating training to over 40,000 men in fiscal year 1967 while 14,000 entered OpNav-sponsored aviation "A" schools and 10,000 entered the BuMed-sponsored medical "A" schools. Thirty-seven BuPers "B" schools trained 6000 career petty officers in advanced rating subjects during fiscal year 1967. The Class "C" schools provide specialized training on particular equipments for a rating or in a skill not required of everyone in a rating and which may be common to two or more ratings. Forty thousand enlisted personnel entered the 57 BuPers "C" schools in 1967.

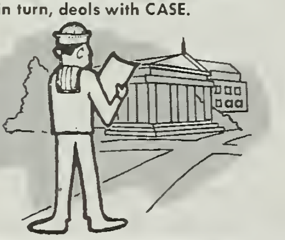
Functional schools provide training in a group or team situation and in performance of specialized tasks or functions which are not normal to rating training and, additionally, on weapons and equipment of new or advanced design. Nuclear Power School, Vallejo, is one of 15 BuPers functional schools. They



EVALUATION OF SERVICE EXPERIENCE—This is possible for naval personnel through CASE, the Commission on Accreditation of Service Experience. CASE is a civilian organization which evaluates Navy education in relationship to civilian institutional requirements.

An institution of learning is the final judge of how much academic credit can be allowed to any student which it accepts for enrollment. CASE, therefore, can only recommend Navy education which, in its opinion, merits academic credit. Such recommendations are frequently taken at face value. In any event, CASE is influential in persuading colleges to give Navymen academic credit for the education they obtain through their Navy experience—academic and otherwise, on-the-job training, self-study courses, schools, and job know-how.

A course, to be considered by CASE, must be three weeks or longer in duration. Navymen who wish to receive credit for their Navy educational activities should first contact the school in which they are interested which, in turn, deals with CASE.



USAFI—This is a broad servicewide educational program in which there were about 60,000 Navy enrollments last year. The United States Armed Forces Institute offers both high school and college level courses to all military personnel by means of correspondence.

Detailed information on USAFI courses available can be found in current editions of the *USAFI Catalog* and *Correspondence Courses Offered by Colleges and Universities Through the United States Armed Forces Institute.* More than 6000 courses are offered by 46 colleges and universities in this program.

Successfully completed high school courses can be applied toward a high school diploma or its equivalent. Many of the USAFI college courses can be taken for academic credit.

LANGUAGE STUDY—The world-traveling Navyman has a better than average opportunity to learn foreign languages. Language materials are usually offered as self-study measures to Navymen who are bound for foreign ports. The courses provide useful phrases to help Navymen communicate.

USAFI also offers regular self-study language courses for high school and college credit. No preliminary courses or knowledge are required for enrollment.

Dictionaries and other supplementary language material are available through the Navy.

The Defense Language Institute offers crash courses to selected officers and some enlisted men whose work requires linguistic fluency.

Language courses are often offered at overseas bases to Navymen who are permanently stationed in foreign countries. These are usually taken without academic credit from teachers provided by the Instructor Hire Program.

INSTRUCTOR HIRE PROGRA

—Provides funds to employ teachers for classes in order to satisf individual or command requirements. Instruction of this type i usually authorized at both hig school and college level and i usually located at naval shor activities. The program may provide courses which are open t officers, enlisted men and, frequently, their dependents.

Any academic credit for course taken under the Instructor Hir Program must be negotiated b the command or the individual Most are given without credit t increase a Navyman's effectiveness to his command and to giv him personal satisfaction.

There is a related progra called PLUS (Program Learnin Under Supervisor). It is used fo tutoring individual Navymen in special subject for a special pu pose. It differs from the Instructo Hire Program in that individu instruction rather than grou learning is employed. It is avai able to both enlisted men an officers when deemed necessar

ITIES for Enlisted Men and Officers

have a combined enlisted input of over 35,000 annually.

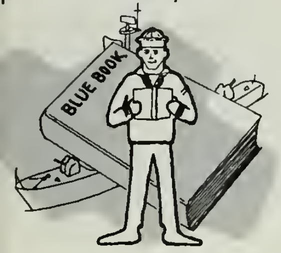
The 22 Fleet Training Centers and activities commanded by the Fleet Commanders and supported by BuPers provide precommissioning, refresher, and team training to some 227,000 enlisted personnel annually.

Some 53,000 Regular and Reserve officers also receive instruction in Fleet and functional schools each year.

NAVY TRAINING MANUALS—Blue Books, as they are called, help give enlisted men the knowledge they need to work in their pay grade. They are a must for any enlisted man who wants to advance in his rating.

Actually the books come in two colors: Blue for non-aviation ratings and green for aviation types. There are about 100 blue books covering approximately 60 non-aviation ratings and more than 40 green books for men in 17 aviation ratings.

There are also about 35 special training manuals and supplements which cover general subjects of interest to Navymen.



STAR (Selective Training and Retention)—Program is for those who step forward early to be recognized as career Navymen. Although the program is designed primarily for enlisted men in the electronics-oriented ratings, it is open to other eligible men. In all, 32 rating specialties are eligible.

Those who meet the requirements place themselves in line for a Navy school, a bonus and rapid advancement.

Candidates should have completed between one and three years of active duty and must be willing to obligate themselves for six years after their first enlistment.

SCORE (Selective Conversion and Retention) — Program is good news for men wishing to replan their Navy vocational careers, transferring from rates where advancement is not as rapid as in the rest of the Navy.

SCORE permits conversion of eligible personnel from slow-moving rates to open, critically undermanned ratings. It is available to pay grades E-3 through E-5. The program requires between two and 12 years of active duty, and candidates must also be in certain ratings and meet the requirements for Class "A" school training.

The program offers assignment to "A" school, immediate change of rating, automatic advancement to pay grade E-4 for strikers graduating in the upper half of their class, guaranteed "B" school, reenlistment bonus and automatic incentive pay.

NAVY CORRESPONDENCE COURSES—These cover all the technical and professional subjects needed by officers and enlisted men to advance their professional knowledge on a self-study basis.

Navy correspondence courses are not only checked out, they are usually completed. The Navy, by far, has a higher completion rate for its courses than any of the other services and all commercial courses.

The U. S. Naval Correspondence Course Center, Scotia, N. Y., is the program's main administrative activity. The "List of Training Manuals and Correspondence Courses" (NavPers 10061-Z) contains complete information on courses available and how to order them.

Currently there are 230 Navy correspondence courses for enlisted personnel, and 103 for officers.

NAVAL PREPARATORY SCHOOLS—These schools provide concentrated pre-college academic education for selected active-duty Navymen to prepare them for entrance to the Naval Academy and/or Navy Enlisted Scientific Education Program colleges. The preparatory courses are nine months for the Naval Academy candidates and nine weeks for the NESEP appointees. Naval Academy candidates and those NESEP appointees from East Coast ships and stations are usually enrolled in the Naval Preparatory School, Bainbridge, Md. NESEP appointees from West Coast ships and stations receive their preparatory instruction at the Naval Training Center, San Diego, Calif.

U. S. NAVAL ACADEMY—Each year, the Secretary of the Navy may appoint 85 enlisted men of the Regular Navy and Marine Corps to the Naval Academy. A similar number of Reservists are also appointed. Candidates must be under 21 years of age on 1 July of the year they enter the Academy.

Active-duty Navy and Marine Corps applicants compete for the available appointments and are sent to a Naval Preparatory School where their academic abilities are sharpened.

Selections are made each spring, therefore prospective students should apply through their commanding officer early in the year. Because of the 21-year limit on age, recruits are especially encouraged to apply for entrance to the Academy.

Navy juniors, that is, sons of Naval and Marine Corps personnel, are also encouraged to apply for admittance to the Academy through various procedures such as presidential or congressional appointments.

NESEP (Navy Enlisted Scientific Education Program) — This provides a four-year college education for successful candidates selected from among petty officers who have at least three years of high school and the following test scores: GED—75th percentile in each area; GCT plus ARI basic battery score of at least 118.

There are 22 colleges and universities participating in the program. Candidates must have a record of constructive learning through correspondence courses and other after-hours educational activity. Selectees first obligate themselves for six years of service after NESEP graduation and are sent to a Naval Preparatory School for refresher training in college academic requirements.

After completing their NESEP training, graduates are sent to OCS (Officer Candidate School) after which they are commissioned.

NROTC—The Naval Reserve Officers Training Corps supplements the U. S. Naval Academy in training Regular Navy Officers. The regular program provides a paid four-year college education at one of more than 50 colleges and universities, plus a Navy commission. There is also an NROTC contract program (which does not pay for tuition or basic educational costs) leading to a commission in the Naval Reserve.

Candidates must be unmarried high school graduates between 17 and 21 years of age who are willing to spend four years in the training program.

Appointments are made on the basis of a competitive examination and education is fully subsidized. Reserves on inactive duty and civilians may apply for the program. Active-duty Navymen are eligible to compete but must do so through their home state since there is no quota for selection of active duty personnel.

Regular NROTC students are appointed midshipmen in the U. S. Naval Reserve until graduation, when they are commissioned in the Regular Navy upon graduation.

Prepared by ALL HANDS Magazine

NAVY EDUCATIONAL OPPORTUNITIES

OCS (Officer Candidate School)—is the largest single source of officer personnel in the U. S. Navy. It offers a Naval Reserve commission to college graduates following a 16-week concentrated indoctrination course at Newport, R. I. While they are students, the candidates receive the pay of an E-5 and incur an active duty obligation of three years after they are commissioned.

This program is a major source of Naval Reserve officers, most of whom receive commissions in the unrestricted line, although some are assigned to duty with the Staff Corps.

AOC-PILOT TRAINING — The Aviation Officer Candidate program offers pilot training to college graduates between 19 and 26 years of age who have three and one-half years of obligated service. Enlisted personnel on active duty who meet the requirements may apply for this program.

Aviation officer candidates are also selected from civil life and paid at the E-5 rate. Students are commissioned upon completion of flight training.

There is also an NAOC Program which trains navigators, bombardiers and other air officers who are not pilots. These men, who participate in part of the training available through AOC, are provided specific indoctrination in their specialty at aviation ground school.

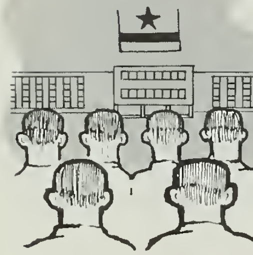
The last classes in the NavCad Program (for non-college applicants for aviation training) have recently been graduated and that program has been closed. The Navy now expects the AOC program to meet its current needs.

PACE (Program for Afloat College Education)—Originated for crews of FBM submarines as the Polaris University Program. It has now been extended to certain surface ships and shore installations. Courses consist of videotaped lectures and materials to be studied at sea. Examinations are given ashore under auspices of Harvard University, the Universities of South Carolina and Hawaii and San Diego State College which sponsor courses. All Navy high school graduates are eligible if they are in Fleet ballistic missile submarines operating out of New London, Conn., Charleston, S. C., and Hawaii, and to crews of selected surface ships operating out of Boston, Newport, R. I., and San Diego.

Navymen who complete the courses in the PACE program will have the equivalent of a two-year college extension education.

TUITION AID — This program provides payment of a straight 75 per cent of the tuition expenses of both Regular and Reserve student Navymen on continuous active duty. The program encourages study on off-duty hours at Navy-approved high schools, colleges and universities. Non-credit preparatory courses can be approved for tuition aid if the courses require the student to attend class; if they require homework or class study assignments; and if completion depends upon passing a final course test. Students taking college work may take a maximum of seven hours a semester.

Enlisted men receiving tuition aid incur no service obligation. Commissioned officers, however, must agree to remain on active duty for two years after completion of the courses for which aid is given.



OFFICERS' DEGREE COMPLETION PROGRAM—Gives officers who need a year or less to complete residency work on a bachelor's degree an opportunity to do so. The Navy gives the participating officers time off from their official duties to devote full time to academic study at an approved civilian college or university while receiving full active duty pay and allowances.

Although officers enrolled under this program remain on the Navy payroll, the expenses incident to their education come out of their own pocket unless they take advantage of the GI Bill or similar programs.

Students must make their own arrangements, however, if they wish to receive educational financial aid from the government.

Officers who participate in this program obligate themselves for two years of service for one year of education.

NAVAL POSTGRADUATE SCHOOL—PGS offers an opportunity for qualified officer personnel to receive specialized education leading to an MA, MS or PhD degree.

Applicants who are chosen are sent to the Naval Postgraduate School at Monterey to study subjects which will benefit the Navy as well as the student. Students usually require one or two years to complete their work at the school, although some are retained beyond that time for advanced study. Officers obligate themselves for two years of service for each year of education they receive.

Officers who request postgraduate studies on their preference card are made available by their detailer for consideration by the Postgraduate Board which meets each July.

THE NAVAL WAR COLLEGE AND OTHER ARMED FORCES COLLEGES—The Naval War College at Newport, R. I., is the oldest of its kind in the United States, having been founded in 1884. Together with the other U. S. Armed Forces Colleges, it offers advanced military courses to junior and senior officers. Officers with at least 10 years of commissioned service are chosen for the Naval War College by selection board on basis of performance.

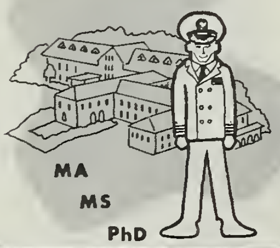
In addition to the Naval War College, there are the following Armed Forces Colleges in the United States: The Armed Forces Staff College at Norfolk, Va., The Industrial College of the Armed Forces, the National War College and the Inter-America Defense College, all at Fort McNair, Washington, D. C., The Marine Corps and General Staff College at Quantico, Va., The Army War College at Carlisle Barracks, Pa., The Army Command and General Staff College at Fort Leavenworth, Kan., the Air War College and the Air Command and Staff College, both at Maxwell AFB, Montgomery, Ala.

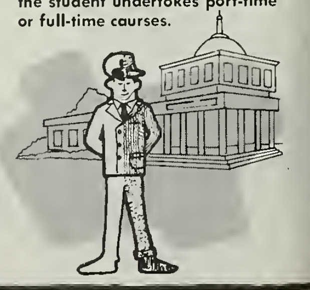
COLD WAR GI BILL—Officially known as the Veterans Readjustment Benefits Act of 1966 (Public Law 89-358), the program offers educational benefits to Navymen in college undergraduate, graduate and vocational training.

In-service Navymen who want to take advantage of this program must have been on active duty at least two years to be eligible. This will put you in line for up to 36 months of education which is equivalent to four school years of nine-month sessions. Those who are eligible may receive this training while on active duty.

Retired personnel and former servicemen who meet the eligibility requirements may take advantage of the educational benefits under the GI Bill at approved educational institutions.

Navymen earn one month of educational assistance for each month of active duty served up to 36 months of full-time study. Financial assistance is prorated, depending upon whether or not the student undertakes part-time or full-time courses.





for Enlisted Men and Officers (Cont.)

ADCOP—The Navy's Associate Degree Completion Program (sometimes called the Junior College Program) gives qualified career-designated enlisted Navymen an opportunity to obtain an associate degree.

Academic work is taken at approved civilian institutions and is completely financed by the Navy except for room and board, for which participating Navymen receive a subsistence allowance. Participants, in addition, receive full active duty pay and allowances while attending school, thus enabling them to maintain household and family living expenses during this period.

ADCOP is aimed at providing Navymen with a better appreciation of the quality of American life as well as increasing their value to the Navy and improving their chances for advancement.

Inputs to the pilot program were 75 men in fiscal year 1967 and an additional 75 men in fiscal year 1968. Continuing evaluation of pilot classes during several years of operation will form the basis for determining possible future expansion of this program.

UNDERGRADUATE EDUCATION PROGRAM—For the purpose of raising the educational level of certain naval officers who do not hold a baccalaureate degree.

Candidates considered for this program are unrestricted line or Supply Corps officers in the grades of lieutenant (jg) to lieutenant commander who have not failed of selection. Candidates must also possess the required academic prerequisites and have not reached their 40th birthday when the selection board meets.

Officers who wish to be considered for this program should so indicate on their preference card. Applications for undergraduate education may also be addressed to the Chief of Naval Personnel (Pers-C312), Navy Dept., Washington, D. C. 20370. Those who are selected are sent to the Naval Postgraduate School at Monterey. Officers who successfully complete their studies graduate with a BS or BA degree.

NAVY LIBRARIES—There are more than 1300 Navy general libraries of which some 800 are aboard ship. Contained in these libraries are well over a million books, most of them distributed through the Library Services Branch of BuPers.

This wide range of reading material, from the classics to current best sellers, both non-fiction and fiction, affords a continuing opportunity for interested Navymen to enjoy their leisure time and to put it to good use.

Ship libraries range in size from those aboard submarine chasers (PC) with approximately 150 books (hard cover and paperback) to carrier libraries of 8000 to 12,000 books. Shore libraries exhibit less variation in size with the average collection consisting of about 15,000 books.

The popularity of the seagoing libraries is attested to by the constant circulation of their books.

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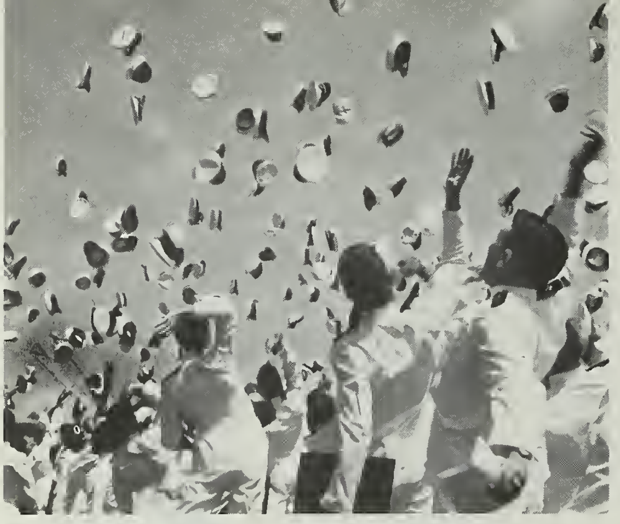

BIG DAY—Following graduation ceremonies the new officers perform the Academy's traditional hat toss.

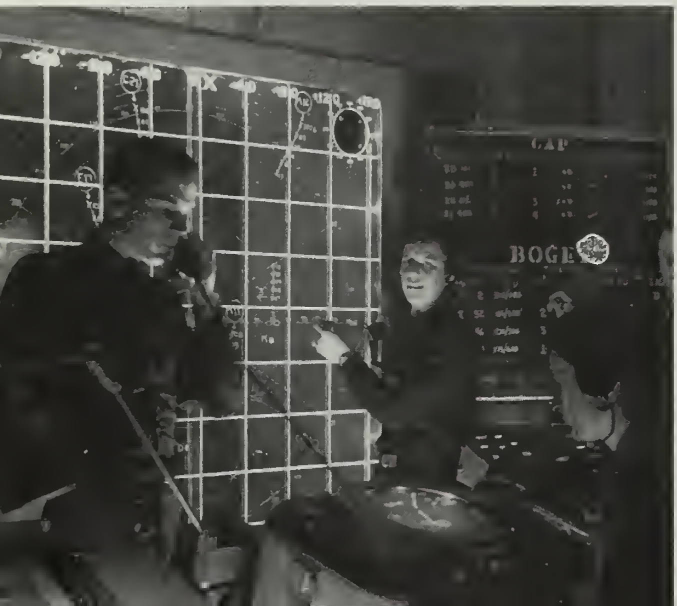
(*Continued from page 31*)

The affair is a solemn and impressive ceremony conducted in Tecumseh Court in the center of Bancroft Hall. It is then you will embrace the midshipman's motto—Not Self, But Country—and make it a part of your character for the rest of your life.

With your name an official part of the Naval Academy, you now have the privilege of displaying it on all of your clothes—right across the front of your white jumper. As a Plebe you are also privileged to learn considerably more than is normally expected of a college freshman. Some of your privileges are: walk *only* down the center of the corridors; turn square corners, keeping your head up high and shoulders back; stand braced with fingers extended along the seams of your trousers.

Rules, regulations, dos and don'ts are hammered into your head far more than you may have ever expected while aboard ship. All this soul-building indoctrination begins the day you arrive and continues to mount throughout Plebe Year. One thing that will probably come easier to you at first is sounding off—your rank, name and class—always ending with, "Sir." You already know the importance of that three-letter word.

LIKE REAL—Midshipmen learn tactics with CIC evaluator.



However, it's never too late to dust off any cobwebs that may have grown over your memory bank. You will be expected to do a good deal of memorization.

Plebe Summer will help to lay a solid foundation for the commencement of your Fourth Class year. What you learn as a Plebe will remain with you throughout your years as a Youngster (Third Classman), a Second Classman (Junior), and a First Classman (Senior).

Academy Curriculum

The basic four-year curriculum at the Academy consists of 137 semester hours which means each academic year is tough. Normally, you will be required to carry a composite of subjects amounting to about 17 semester hours. These subjects range from mathematics, gunnery, language, English, history and government to geography, natural philosophy, chemistry and engineering. They are offered each fall and spring terms through the Academy's seven academic departments: Engineering; English, History and Government; Foreign Languages; Mathematics; Naval Sciences; Science; and Weapons.

Every day except Saturday and Sunday is divided into six 50-minute periods for academic study. There are only four periods scheduled on Saturdays. Monday through Friday two-and-a-half-hour study periods are set aside in the evenings, at which time no other activities are scheduled.

As it works out, you will be provided two hours of study for every hour spent in the classroom. This affords you ample time to find answers to your questions in the Academy's 165,000-volume library. And since each class consists of usually no more than 15 midshipmen, there will be plenty of opportunity for you to receive personalized instruction.

Fifteen per cent of your curriculum will deal with scientific, electrical and engineering courses, 25 per cent with social and humanistic studies, and 20 per cent with military and professional subjects. The remaining 15 per cent is devoted to electives, over 200 of which are offered.

IN THE FIRST swing of your Fourth Class studies in the Naval Science Department, you will probably feel right at home, since it is here most midshipmen get an immediate taste of naval life by learning basic seamanship and naval orientation.

You will handle power and sail boats of nearly every description, learn the Rules of the Road, study the elements of navigation, and practice signaling with flashing light and signal flags.

It will become second nature for you to feel a cool breeze cross the bow of a knockabout slicing the sea-like waters of Chesapeake Bay. Midshipmen eagerly look forward to the 12 hours' training they will receive in the 26-foot, single-masted knockabouts, and the eight hours' experience to be gained as a crewman in one of the Academy's 44-foot *Luders* yawls.

Your advanced training will be given as a Second and First Classman in 30-foot *Shield* sloops and *Skipjacks*, as well as the 50-foot yawls *Annie D* and *Gypsy*, the 71-foot yawl *Royono*, and the 88-foot schooner *Freedom*.

Learning to maneuver a 50-foot power craft will be part of your seamanship training which also includes tying knots, bends and hitches with line. After you've attended about three of these lessons, you will be expected to tie 20 knots within a certain number of seconds.

As a second and First Classman you will receive most of your practical seamanship by learning to skipper an 80-foot Yard Patrol (YP) boat. You may also look forward to learning CIC procedures and shipboard communications.

In the Engineering Department you will be introduced to basic engineering concepts which may lead to a more thorough study in the fields of aerospace and mechanical and naval engineering. Unfamiliar with engineering statics and dynamics, mechanics of materials, ship hydrostatics (or buoyancy and stability), thermodynamics and fluid mechanics? You won't be after a few lectures and lab sessions as a midshipman.

Your first association with the English, History and Government Department will be during Plebe Summer when you become familiar with the Academy's library and how to use its facilities. Commencing with your Fourth Class sessions with the department, you will develop a mature ability to read with comprehension and appreciation, write with clarity and style, and speak with conviction and poise.

Since you may eventually touch the four corners of the world as a naval officer, the Foreign Languages Department offers a wide range of courses, including French, German, Italian, Portuguese, Russian and Spanish. Your aim will be to develop a working knowledge of one of these languages with the emphasis on conversation. More than one language may be mastered.

Have you studied trigonometry? If not, then as part of your summer indoctrination you will be introduced to plane trigonometric equations. Otherwise, your Mathematics Department classes will not commence until the fall semester. Calculus, differential equations and vector mechanics are the starters. In addition, the math department offers 24 elective courses.

When classes commence in the Science Department in the fall, you will begin studies in chemistry, chemical theory, atomic structure and the study of metals. A much broader field is open to upperclassmen.

Mental health and physical science, as they pertain to everyday life under various military environments, will be studied during Plebe Summer and the first semester of your First Class year.

Athletics, however, is a full four-year program. If you are an athletic buff, you couldn't have picked a better spot. During your summer session the Physical Education Department just about lets you run the gamut of Academy sports. Intramural and intercollegiate sports of every nature are offered year-round. During the football season, selected units of the Brigade travel to away games, but the entire Brigade attends the home games, and the annual rival clash with Army in Philadelphia.

The first task of the Executive Department is to introduce you to your new way of life at the Academy and to counsel you on its mission, ideals, standards, traditions and customs. Drills and watchstanding will become routine practice beginning with the first semester of your Fourth Class year and continue until graduation day.

The primary function of the Executive Department is to prepare you for exercise of command. In other words, it is designed to develop your character and your proper military and personal habits. You will learn that leadership is both an art and a science as you are given the basic knowledge, guidance, motivation and experience to become an effective leader.

Your professional training program, set aside from the academic schedule, will provide you with over 2000 hours of instruction during your four years at the Academy. It will encompass a variety of subjects, fundamental to every midshipman's basic makeup in becoming a professional naval officer.

Although academic credit is not given through the program, your performance within the Executive Department will be reflected in your final class standing.

Discipline will be a major factor in your development as a naval officer. And your appreciation of discipline is achieved through proper motivation applied to personal example and leadership.

The Academy's discipline yardstick is measured by

ACADEMY'S 'FLEET'—Sailing fleet and YP squadron help teach midshipmen skills and knowledge of seamanship.

AT SEA—Academy midshipmen are briefed aboard *USS Guam* (LPH 9) during summer training with PhibLant.

demerits awarded midshipmen for infractions ranging from minor to serious breaches of trust and honor. The latter rarely occur. But watch out for those minor offenses. They are common—a button missing, late for muster, even inattention in class.

Unless you become a rare exception, plan on receiving around 54 demerits during your four-year stay in Annapolis. That's the average number each midshipman is awarded. Limits are established whereby Fourth Classmen are allowed 300 demerits. Third Classmen, 250. Second Classmen, 200. First Classmen 150. Any of the 500 instructors, professors and military advisors or even other midshipmen may note infractions for which demerits are awarded.

Being awarded too many demerits could affect the amount of personal freedom and privileges you are afforded. As a Fourth Classman, you'll soon learn to cherish every privileged hour.

Privileges and personal freedom vary with the degree of a midshipman's authority and responsibility.

FORWARD–Midshipmen pass in review on Worden Field.

There are, however, several regular periods of leave which all midshipmen are granted. These include Christmas leave of about two weeks, a three-day weekend break at the end of the first term in January, a three-day spring leave usually in late March, and the month-long summer leave for the three upper classes.

Annapolis does not become a gray-walled prison once you enter the gate. Midshipmen are granted liberty in the city of Annapolis, based on their seniority and responsibility. For example, you, as a Fourth Classman, may be granted liberty on Saturday afternoons and will be authorized dining-out privileges with relatives and close friends both on Saturdays and Sundays. In addition, you may look forward to escorting young ladies (known to midshipmen as "drags") on occasions through the year and during June Week.

As a Third, Second and First Classman, you may have liberty on Saturday afternoons and evenings, and on Sunday afternoons. In addition, Second Classmen rate liberty on Wednesday afternoons while First Classmen rate liberty every afternoon plus Friday evenings. Weekday liberty begins after classes are completed for the day.

Each Sunday begins with all midshipmen attending Divine Worship Services of their denomination. Midshipmen of the Roman Catholic faith attend Mass at 0800 in the Academy Chapel which has a seating capacity of 2500. The Protestant worship service is interdenominational and is conducted at 1030. Midshipmen of the various Protestant denominations may attend the chapel service or the church of their choice in the city of Annapolis. Midshipmen of the Jewish and Greek Orthodox faiths attend synagogue or church in Annapolis.

A half-hour before the 1030 service, the Naval Academy Band gives a concert in front of the chapel. Meanwhile, the Brigade of Midshipmen march to the chapel where they are greeted and reviewed by the Superintendent and his official party.

During the Protestant service the chapel choir numbers about 300 voices, while 150 midshipmen make up the choir at Sunday Catholic Mass.

Religion, therefore, is an important part of the midshipman's life.

Reflecting once more on the academic program, you might discover doing your utmost in each of the seven departments during the first three years at Annapolis will pay off well as a First Classman. Each year a small group of First Classmen are selected on the basis of their academic standing to become Trident Scholars. These men are excused from all regular curriculum studies and allowed to work independently under faculty supervision. In 21 years of competition, 19 Academy graduates have been selected to attend Oxford University as Rhodes Scholars.

After you receive your bachelor of science degree and your commission, your study need not end. Future professional development of your education can be pursued in such schools as the U. S. Naval Postgraduate School, the Naval War College, the Armed Forces Staff College, the National War College or any number of civilian institutions sponsored by the military services.

So there you have it.

From now on, opportunity should prove a byword of your naval career. —**Marc Whetstone, JOC, USN.**

Your Status as Navyman Can Make It Easier for Your Son To Win USNA Appointment

When your schoolboy son plans his future, he may observe your naval career and decide that it's a sailor's life for him. If he has his eye on a career as a commissioned officer, he should certainly consider an appointment to the U. S. Naval Academy as the first step toward a commission in the sea service.

The fact that you are a career Navyman opens paths to a Naval Academy appointment for your son which are closed to other young men. Your son may, for example, be eligible to compete for one of the 100 annual appointments to the Naval Academy made by the President of the United States from among the sons of career servicemen.

If your son is appointed to the Naval Academy, he will be paid $151.95 per month and his tuition, room and board will be furnished.

When he graduates, he will receive a Bachelor of Science Degree and a commission in the Regular Navy or the Regular Marine Corps.

To compete for a Presidential appointment to the Academy, your son should send a letter of application to the Chief of Naval Personnel (Pers-B66), Department of the Navy, Washington, D. C. 20370, in which he includes the following information:

- His permanent and temporary address.
- His date of birth.
- The date of his high school graduation.
- Whether or not he has made a previous application and, if so, when.
- Your name, rank or rate, serial number, component and branch of service.
- If you are on active duty, a statement of your service prepared by your personnel officer, who must certify that you have been on active duty for at least eight years and show your date of enlistment or commission, component and branch of service.
- If the applicant's parent is retired or deceased, a copy of his retirement orders or casualty report, as applicable, should be attached.

Your son can also request a nomination from the Vice President who may have a maximum of five appointees attending the Academy at one time.

Each senator and representative of the 50 states, the Resident Commissioner of Puerto Rico and the Commissioners of the District of Columbia may also have five midshipmen attending the Academy, thereby opening up several other possibilities for your son.

The Governors of Puerto Rico, the Canal Zone, the Virgin Islands, Guam and Samoa may, collectively, have one midshipman attending the Naval Academy.

If your son has already enlisted in the Navy or the Marine Corps, Regular or Reserve, he may be eligible to receive a Secretary of the Navy nomination for the Naval Academy. Each year, 85 appointments may be made from members of the Regular Navy and Marine Corps. An additional 85 appointments are available to members of the Naval and Marine Corps Reserve.

To be eligible to compete for one of these appointments, an applicant must be enlisted before 1 July of the year preceding admission to the Academy and must meet the general eligibility requirements given in the Naval Academy catalog.

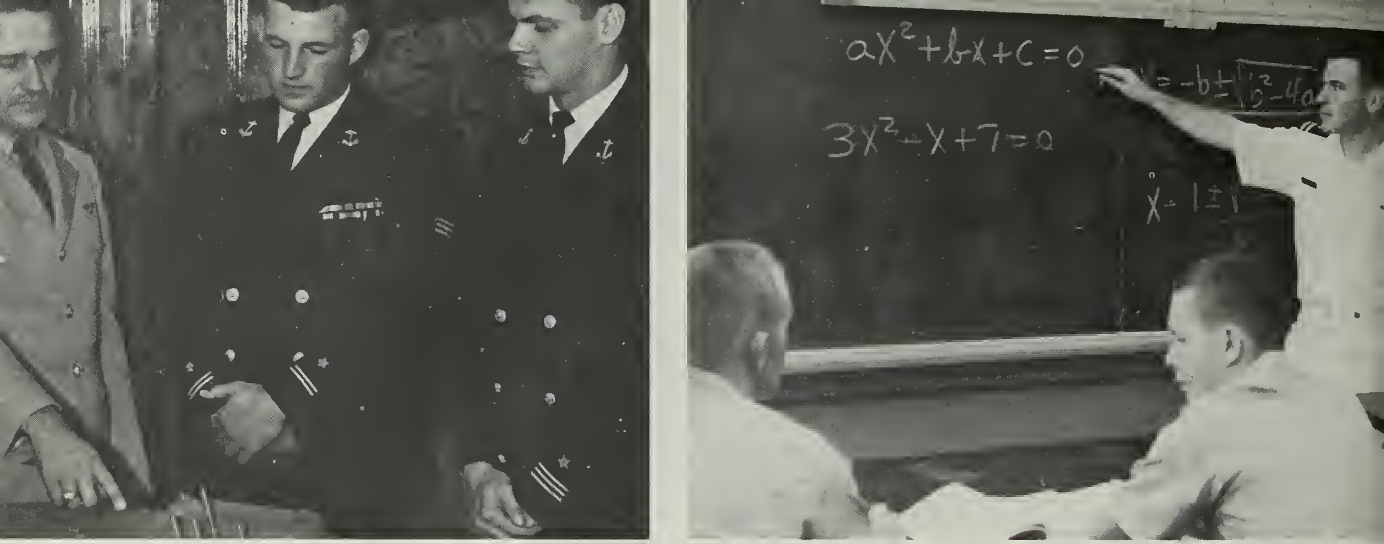
As a matter of record, appointments to the Naval Academy are also given to the sons of deceased or disabled veterans, to honor graduates of naval and military schools, to members of the Naval Reserve Officers' Training Corps and to the sons of Medal of Honor recipients. Except for the sons of Medal of Honor recipients, these appointments are all awarded on a competitive basis.

If your son is interested in obtaining an appointment to the Naval Academy, he should not limit his efforts to obtaining a Presidential or a Vice Presidential nomination. He may take advantage of every source of appointment available to him.

If you are on active duty; have had eight years of service and your prospective college student is academically and physically qualified, he is eligible to compete for one of the appointments awarded to servicemen's sons. Whether you are an officer or an enlisted man is immaterial.

If your son is interested in becoming a midshipman at the U. S. Naval Academy, whether or not he intends to apply for a Presidential nomination, he would do well to obtain a copy of the 1967-68 *Naval Academy Catalog* and check the academic and physical entrance requirements and other pertinent information. Items of immediate interest to a prospective appointee include a sample of the letter requesting nomination.

A copy of the current catalog can be obtained by writing to the Chief of Naval Personnel (Pers-B66), Department of the Navy, Washington, D. C. 20370.



IT'S ACADEMIC—NROTC units at civil colleges stress academic achievement, but also maintain high standards of military training. NROTC students are taught a wide variety of military subjects by qualified naval officers.

NROTC: College and a

THE INSTRUCTOR in front of the classroom is wearing the Silver Star. Fresh from action in Vietnam, he suddenly finds himself teaching college students in Illinois.

But he's still on duty with the Navy, and this duty is as significant as the assignment he has just completed. How can that be?

Simple. He is stationed at an NROTC unit.

The Navy requires some 12,000 new officers annually. Of this number, the NROTC program supplies 17 per cent, making it one of the largest single sources of Regular Navy officers on active duty.

The mission of this program, begun in 1926, is "to provide by a permanent system of training and instruction in essential naval subjects at civil education institutions a source from which qualified officers may be obtained for the Navy and Marine Corps, and the Naval Reserve and the Marine Reserve.

NROTC's 53 units at college and university campuses throughout the nation are divided into two groups: Regulars, who are subsidized by the Navy, participate in three summer periods of at-sea training and serve a minimum of four years in the Regular Navy or Marine Corps; and Contracts, who are not subsidized by the Navy, participate in one summer period of at-sea training, and serve three years as Reserve officers.

Let's take a look at one of these NROTC colleges, say in the Midwest. Despite the fact that the midwestern states are far from either coast, they have always been a prime source of capable seaman. In Illinois, for example, you'll find three NROTC colleges, including the University of Illinois.

AT THE University of Illinois Captain Joseph Spitler, USN, heads the NROTC. His staff includes nine other Navy people, officer and enlisted, and two Marines.

MILITARY TRAINING of NROTC midshipmen is designed to complement the academic training of the future officer.

Commission

The students with whom they work have competed in a rigorous national selection process to become Regulars, or have been selected by the Commanding Officer, NROTC Unit, to become Contracts. In essence, however, all are the same—green freshmen at a large university.

A new class will number from 100 to 120 in a battalion of about 250—relatively few in a university of 27,000. Some of these will drop out the first few weeks, and only those who reach graduation are commissioned. No one is commissioned without having achieved at least the baccalaureate degree.

For this reason, CAPT Spitler based his welcome aboard address last fall, as most Professors of Naval Science do, on the importance of education and study to the midshipman. "Military training is important," he said, "but first emphasis at this university must be placed on your general education."

The freshman, or fourth class midshipman, will enter any of a number of colleges which are part of the University of Illinois, including engineering, business, liberal arts, or even journalism. There is an opportunity also to enroll in computer courses, in keeping with recent changes in the modern Navy. He must accumulate at least 130 credit hours before he leaves—and this includes 24 credit hours of Naval Science and related subjects.

Here is a typical example of an NROTC student in training.

The first year he takes Naval Orientation and a history of naval warfare, along with his regular academic courses. As a third classman he takes Naval Weapons in the sophomore year.

As a second classman, or junior, he learns Naval Operations and Navigation; or the History of Land Warfare with the Marine officer instructors—if he elects to go Marine option. His last year he studies

APPLIED KNOWLEDGE—Skills and knowledge obtained in classroom are applied during NROTC training classes.

From Active Duty to NROTC

The NROTC program is available primarily to high school seniors or recent high school graduates. Active duty enlisted men, Regular or Reserve, may also apply. (However, those on active duty must compete in the same manner as civilian applicants, and must be available for NROTC medical examinations and interviews usually held early each year.)

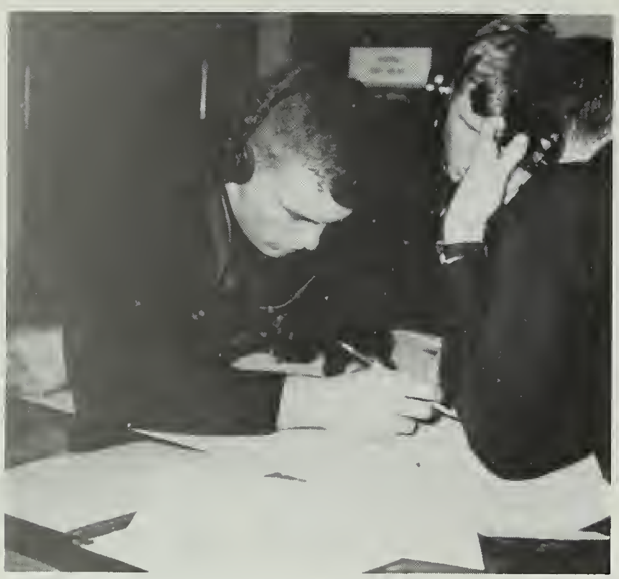
Specifically, the NROTC applicant must be:

- A male citizen of the United States.
- At least 17, but less than 21 years of age as of 30 June of the year he would enter college.
- Unmarried, and must never have been married.
- Physically qualified.
- A high school senior, or high school graduate.

The Navy College Aptitude Test (NCAT) is always administered on the second Saturday in December of each year. Applications must be received by the Naval Examining Section of the Educational Testing Service, Princeton, N. J., by 17 November, and examination centers are established at certain naval shore activities both overseas and stateside.

Those who qualify on the NCAT are scheduled for medical examinations and interviews held during January and February. Final selections are then made by selection committees convened in each state and territory during March; those selected begin college in September.

Additional details are issued annually by the Chief of Naval Personnel and may be obtained from Navy Recruiting Stations and local high schools.



LEARNING PROCEDURES used aboard Navy ships are primary in military training of NROTC midshipmen.

Naval Engineering and Leadership, or Amphibious Operations in the case of the Marine candidate.

The men who teach these courses are all qualified officers and their assistants are experienced petty officers. Instructors usually stay about three years, after being selected in an unusual manner. The Bureau of Naval Personnel determines what type of instructors the unit needs. BuPers then selects persons to fit the requirement and forwards their names and qualifications to both the university and the commanding officer of the detachment.

Orders are not completed until both the university and the commanding officer have approved the candidates. Successful candidates are appointed "assistant professor" by the University.

THERE IS MORE to training officers than mere classroom work, however. The students get real experience in the Attack Teacher, on the 5-inch mount in the armory, and with remote-controlled ships.

Further training comes on the drill floor.

Drill, according to the Marine sergeant who assists in this training, is one of the basics through which future officers learn discipline in following commands and reacting to orders. He and a Marine major are the primary advisers for all drill activities in the battalion.

At Illinois the 250 midshipmen are distributed through three regular drill companies and an exhibition drill team. The job of teaching drill to so many men is simplified because the bulk of training is conducted by the upperclass midshipmen themselves.

Added interest in drill stems from company competition for the battalion colors. Midshipmen officers spur their men to proficiency with even greater vigor because of awards given to the best platoon leader and company commander of the year. The exhibition unit has been very successful, winning major competitions in the Midwest.

Another aspect of NROTC's mission is keeping the students in good physical condition. This is done with standard physical fitness tests and a swimming proficiency program.

NROTC is a great two-pronged offer—for both an education leading toward a college degree and a commission. Interested? See box on the preceding page.

One of the instructors at University of Illinois summed it up. "I consider this an important assignment —I welcome the opportunity to participate in the building of good Navy and Marine Corps officers."

—Michael B. McClellan, Midshipman, USNR

FOR NAVAL OFFICERS: Correspondence Courses

THIS IS THE LATEST list available of officer correspondence courses together with their NavPers numbers and number of assignments of each. You will also note that the right-hand column shows which designators are recommended for the course listed.

Courses are available from the U. S. Naval Correspondence Course Center, the Naval Medical School, the Naval Dental School, the Naval War College, the Selective Service System, the Defense Intelligence School, the Submarine School, Naval Security Group and the Industrial College of the Armed Forces.

In these listings, the abbreviation "CONF" or "RD" indicates Confidential or Restricted Data involved.

This list is current as of the date this issue of ALL HANDS went to press. However, courses may change from time to time.

An up-to-date list of courses administered by the Naval Correspondence Course Center is published each month by the Center, and changes in those and other courses are usually announced in ALL HANDS.

Correspondence courses are not obligatory for officers on active duty; however, their completion is made a matter of record for the use of selection boards and others concerned.

Recommended Designator Groups

Group I				Group II	Group III	Group IV		Others	
11xx	723x	743x	762x	140x	310x	190x	230x	161x	167x
13xx	724x	745x	764x	145x	510x	191x	290x	162x	194x
711x	733x	754x	766x	151x	798x	192x	817x	163x	410x
713x	734x	760x	774x	153x	849x	210x	818x	164x	785x
714x	741x	761x	782x			220x		165x	821x
721x								166x	831x

Courses Available from the U. S. Naval Correspondence Course Center

An asterisk in the column under assignments indicates the course is currently under development, and not yet available.

Applications for these courses should be submitted on Form NavPers 1550/4 (Formerly NavPers 992) (Rev. 10/54 or later) and forwarded via official channels to the Naval Correspondence Course Center, Scotia, N. Y. 12302.

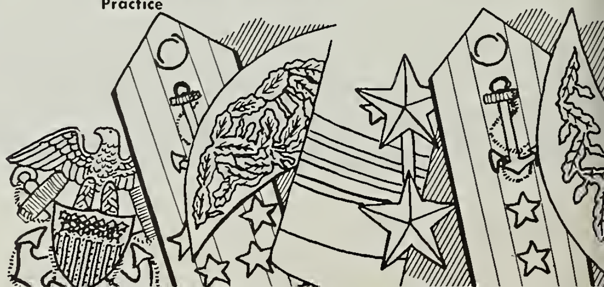
NavPers Numbers	Course Title	Assignments	Applicable Designator
10403–A	The Communication Officer (CONF–MH) (Credit granted for 10403–A or 10416–A, but not for both)	14	ALL
10404	Introduction to Space Technology	5	ALL
10405–A	Antisubmarine Officer (CONF–MH)	10	Group I, 163x, 733x, Group II
10406–B	ASW Operations (CONF)	5	Group I, 163x, 733x
10409–A	Navy Missile Systems (CONF)	9	Groups I, II, 163x
10411	Nuclear Ordnance (CONF, RD)	5	Groups I, II
10412–2	Supply Duties for General Line Officers	5	Group I
10413–2	Naval Control of Shipping	4	Group I, 163x
10414–1	The Operations Officer (CONF)	7	Group I
10415	The Registered Publications Custodian (CONF)	2	ALL
10416–A	Naval Communications (Credit granted for 10416–A or 10403–A, but not for both)	12	ALL
10417–1	General Oceanography	5	ALL
10418	Oceanography in ASW (CONF)	5	Group I, 163x, 733x, Group II
10423	History of the Chaplain Corps, Part III	10	410x, 194x
10424	Disbursing, Part II	4	310x, 798x
10425–1	The Economics of Defense	6	ALL
10426	Quality/Reliability Assurance for Shipyard Application	11	Group II
10427	Organizational Planning for Naval Commands.	7	ALL
10428	Mine Warfare (CONF)	8	Group I, 145x, 163x, 733x, Group II
10429	Principles of Navy Diving	12	ALL
10439	Fluid Power	6	ALL
10440	Disaster Control	11	ALL
10441	Digital Computer Basics	16	ALL
10444	Introduction to Naval Electronics	5	ALL
10445	Naval Electronics, Part I	15	ALL
10446	Naval Electronics, Part II (CONF)	10	Groups I, II, 161x
10447	Naval Electronics, Part III (CONF)	7	Groups I, II, 161x
10448	Mathematics, Part I	11	ALL
10450	Mathematics, Part III	14	ALL
10507	Principles of Naval Engineering, Part I	*	Groups I, II
10508	Principles of Naval Engineering, Part II	*	Groups I, II
10512	Amphibious Operations	*	Groups I, III, 163x, 410x, 733x
10513	Operations and Systems Analysis	*	ALL
10515	Naval Operations	*	ALL
10717–B1	International Law	15	ALL
10719–4	The Watch Officer	4	Group I
10720–6	Navy Public Information	6	ALL
10721–B	Navy Organization for National Security	*	ALL
10722–A	Weapons Officer	5	Group I
10723	Office of the Judge Advocate General	2	162x

10725-1	Navy Admiralty Law Practice	2	162x
10726-4	Investigations	4	162x, 163x, 165x
10727-A	Claims	4	162x, 163x, 165x
10728-A	Fundamentals of Naval Intelligence (CONF-MH)	14	ALL
10732-A (Interim)	Financial Management in the Navy	5	ALL
10733-4	Industrial Relations	11	ALL
10737-3	Practical Problems in Marine Navigation	4	Group I
10738-5	Shiphandling	11	Group I
10740-A4	Navy Regulations	11	ALL
10741-A	Public Works Department Management	7	510x, 849x
10742-A	Contract Administration and Contractor-Labor Relations	*	162x, 510x, 849x
10745-A	Naval Construction Forces	*	510x, 849x
10748-A	Design Criteria for Mechanical Engineering Systems	9	510x, 849x
10749-3	Basic Structural Engineering	3	510x, 849x
10749-A	Design Criteria for Structural Engineering	*	510x, 849x
10751-A	Airfield Pavements	3	510x, 849x
10755-1	Aviation Operations (CONF)	9	Group I
10756-2	Naval Aviation	7	ALL
10757-1	Aircraft Electrical Systems	5	Group I, 151x
10760-B	Operational Communications (CONF)	7	Group I, 161x
10761-4	Operational Tactics (CONF)	10	Group I, 163x
10762-B	Shipboard Electronic Equipments	5	Groups I, II
10771-B	Radiological Defense	12	ALL
10900-A	Naval Orientation	16	ALL
10901-B1	Nuclear Physics	8	ALL
10902-B	Logistics	9	ALL
10903-A1	Leadership	8	ALL
10904-A	Navy Petroleum Supply	8	Group III, Group II
10905-A1	The Navy Chaplain	9	410x, 194x
10906-3	History of the Chaplain Corps, Part I	8	410x, 194x
10907	History of the Chaplain Corps, Part II	6	410x, 194x
10910-A	Cold Weather Engineering	5	510x, 849x
10921-4	Marine Navigation, Course I	6	Group I
10922-B	Principles of Naval Ordnance and Gunnery	8	Groups I, II
10923-A4	Seamanship	9	ALL
10924-B	Principles of Guided Missiles	10	Groups I, II, 163x
10926-B	Electronics Administration and Supply	6	Group I, 161x, 310x, 798x, Group II
10933-3	The Maneuvering Board	6	Group I, 163x
10934-4	Elements of Naval Machinery	15	Groups I, II
10935-A4	Engineering, Operation and Maintenance	10	Groups I, II
10936-5	Practical Damage Control	7	Groups I, II
10937	Theoretical Damage Control	6	Groups I, II
10938-5	Diesel Engines	6	Groups I, II
10939-B	Engineering Duty Officer (General)	7	140x
10945-3	Marine Navigation, Course II	9	Group I
10946-A	Naval Arctic Operations	6	ALL
10947-A	Industrial Management	11	Groups II, III, 166x
10952-A2	The Combat Information Center Officer (CONF)	16	Group I, 163x, Group II
10953-A	Refresher Course for Meteorologists	12	135x, 153x, 821x
10954-B1	Meteorology	7	Group I, 153x, 167x, 821x
10959-A	Air Navigation, Part I	6	13xx
10960-A	Air Navigation, Part II	6	13xx
10961-A4	Airplane Power Plants	10	13xx, 151x, 741x, 761x
10964-A	Naval Airborne Ordnance	10	Group II, 13xx
10965-B	Education and Training	11	ALL
10968-B	Personnel Administration	12	ALL
10969-A3	Special Services	4	Group I, 166x, 410x
10971-3	Uniform Code of Military Justice	2	ALL
10972-B	Military Sea Transportation Service	6	ALL
10975-B	Security of Classified Information	6	ALL
10976-A	Disbursing, Part I	5	310x, 798x
10977-6	Navy Travel	4	310x, 798x
10978-A5	The Navy Supply System	3	310x, 798x
10980-B4	Supply Afloat	10	310x, 798x
10983-A7	Supply Ashore	14	310x, 798x
10984-A	Appropriation and Cost Accounting	8	310x, 798x
10985-B2	Jet Aircraft Engines	7	13xx, 151x, 741x, 761x
10986-1	Ship Activation	6	ALL
10988-A2	Navy Contract Law	8	Group II, 162x, 310x, 510x, 798x, 849x
10991-A1	Shipboard Electrical Systems	8	Group I, 140x
10992-A	Engineering Administration	8	Groups I, II
10993-5	Military Justice in the Navy	16	ALL

Correspondence Courses of the Naval Medical School

Applications for these courses should be made on Form NavPers 1550/4 (formerly NavPers 992), with appropriate change in the "To" line, and forwarded via official channels to the Commanding Officer, U.S. Naval Medical School, National Naval Medical Center, Bethesda, Md. 20014 (Attn: Correspondence Training Division).

10501	Hematology	2	Group IV
10502	Serology	3	Group IV
10503	Biochemistry	3	Group IV
10504	Bacteriology and Mycology	3	Group IV
10505	Pathologic Anatomy Technique	2	Group IV
10506	Urinalysis, Gastrointestinal Contents, and Endocrinology	2	Group IV
10509	Manual of the Medical Department, Part III	6	Group IV
10514	Decedent Affairs	2	Group IV
10702-A	Fundamentals of X-ray Physics and Technique	8	Group IV
10703-A	Naval Preventive Medicine	*	Group IV
10705-A	Insect and Rodent Control	2	Group IV
10706-A1	Combat and Field Medicine Practice	5	Group IV
10708-A1	Manual of the Medical Department, Part I	4	Group IV
10709-A1	Manual of the Medical Department, Part II	5	Group IV
10734-1	Hospital Personnel Administration	5	Group IV
10735	Physical Medicine in General Practice	7	Group IV



10765	Treatment of Chemical Warfare Casualties	3	Group IV
10766	Legal Medicine	8	Group IV
10767	Hospital Food Service Management	6	Group IV
10769	Medical Service in Joint Overseas Operations	2	Group IV
10772–A1	Control of Communicable Disease in Man	7	Group IV
10773	Radioisotopes in Medicine	7	Group IV
10912–A	Aviation Medicine Practice	6	Group IV
10943–A1	Medical Department Orientation	3	Group IV
10995–A	Tropical Medicine in the Field	12	Group IV
10997–A	Low Temperature Sanitation and Cold Weather Medicine	3	Group IV
10999–A1	Pharmacy and Toxicology	3	Group IV

Correspondence Courses of the Naval Dental School

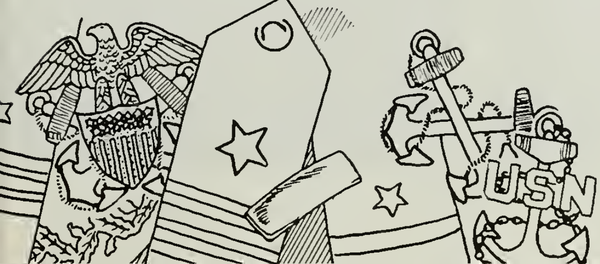
Requests for enrollment (use NavPers Form 1550/4, formerly NavPers 992) should be addressed to the Commanding Officer (Code E–43), U.S. Naval Dental School, National Naval Medical Center, Bethesda, Md. 20014, with appropriate change to the "To" line.

10407–A	Endodontics	4	Group IV
10410	Fixed Prosthesis	7	Group IV
10419	Health of Supporting Tissues in Complete Denture Construction	2	Group IV
10420	Advanced Speeds in Operative Dentistry	3	Group IV
10421	Diagnosis of Lesions of the Oral Mucous Membrane	5	Group IV
10511	Removable Partial Dentures: Planning and Design	1	Group IV
10517	Special Oral Surgical Procedures and Fractures	*	Group IV
10729–A	General Oral Surgical Procedures and Exodontia	*	Group IV
10736–B	Dental Administration	11	Group IV
10739–1	Oral Diagnosis	10	Group IV
10758–1	Periodontics	9	Group IV
10763–1	Complete Dentures	6	Group IV
10764–A	Removable Partial Dentures	9	Group IV

Correspondence Courses of the Naval War College

These extension courses are conducted by the Naval War College, Newport, R.I. Requests for enrollment should be made in letter form, addressed to the President, Naval War College, Newport, R.I. 02844.

NWC 14	National and International Security Organization	2	ALL
NWC 15	Command Logistics	3	ALL
NWC 16	International Law	6	ALL
NWC 17	International Relations	6	ALL
NWC 18	Military Planning	2	ALL
NWC 19	Naval Operations	2	ALL
NWC 20	Strategic Planning	2	ALL
NWC 21	Counterinsurgency	4	ALL



Correspondence Course of the Defense Intelligence School

Requests for enrollment in this course should be addressed to: Commandant, Defense Intelligence School, Non-Resident Course Division, U.S. Naval Station, Washington, D.C. 20390.

DIS	Intelligence (4 units) (CONF–MH)	12	ALL

Correspondence Courses of the Naval Submarine School

These courses are administered by the U.S. Naval Submarine School. They are available and creditable only to those who are members of, or associated with, Reserve Submarine Divisions, or who are attached to Battalions or Brigades having Submarine Divisions under their administrative command. Requests for enrollment should be forwarded by official letter to the Officer in Charge, U.S. Naval Submarine School, New London, Conn. 06342.

Number	Course Title	Assignments	Applicable Designators
None	Basic Submarine Course	12	ALL, subject to note above
None	Advanced Submarine Course (CONF)	12	ALL, subject to note above

Correspondence Courses of the Naval Security Group

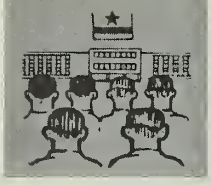
These courses are available and creditable only to those who are members of, or associated with, Naval Security Group Reserve units. Requests for enrollment should be made by official letter addressed to the Director, Naval Security Group, 3801 Nebraska Avenue, NW., Washington, D.C. 20390 and forwarded by official channels.

SECGRP 1	Special Communications 1 (CONF–MH)	5	ALL, subject to note above
SECGRP 2	Special Communications 2 (CONF–MH)	5	ALL, subject to note above
SECGRP 3	Special Communications 3 (CONF–MH)	5	ALL, subject to note above
SECGRP 4	Special Communications 4 (CONF–MH)	5	ALL, subject to note above
SECGRP 21	Special Communications 21 (CONF)	6	ALL, subject to note above
SECGRP 22	Special Communications 22 (CONF)	6	ALL, subject to note above
SECGRP 41	Special Communications 41 (SECRET)	12	ALL, subject to note above
SECGRP 51	Special Communications 51 (SECRET)	7	ALL, subject to note above

Correspondence Courses of the Industrial College of the Armed Forces

In general, these courses are designed for military officers in the grade of major and above (although exceptions are made for unusually well qualified junior officers) and for certain civilians who might serve in important positions in an emergency. Requests for enrollment should be addressed to: Commandant, Industrial College of the Armed Forces (Attention: Correspondence Course Division), Fort Lesley J. McNair, Washington, D.C. 20315.

ICAF	National Security Management (5 units)		ALL
ICAF	Management in the Department of Defense (2 units)		ALL



OCS: SCHOOL FOR NEW NAVAL OFFICERS

After 16 years and nearly 60,000 graduates, the Officer Candidate School at Newport, R. I., has become an important part of the Navy's educational institution. And it's still growing.

OCS was established during the Korean conflict to help meet the need for large numbers of naval officers. With a comprehensive, 18-week training program, the candidate school helps to prepare college graduates for Navy commissions.

Since its establishment in 1951, the school has for the most part occupied 40 small, temporary buildings constructed during World War II. Now, located in a picturesque area overlooking Narragansett Bay, OCS has a good start on a new campus with accommodations for 2000 students.

OCS students are college graduates from throughout the 50 states. The average officer candidate is 23 years of age. Both men and women attend; with its 100th graduating class last April, the school had commissioned 57,586 officers, including 4185 women.

The prospective officers normally enter OCS immediately after college. The school is also the officer training ground for NESEP students (see article, page 10), who attend OCS after receiving their college educations at Navy expense.

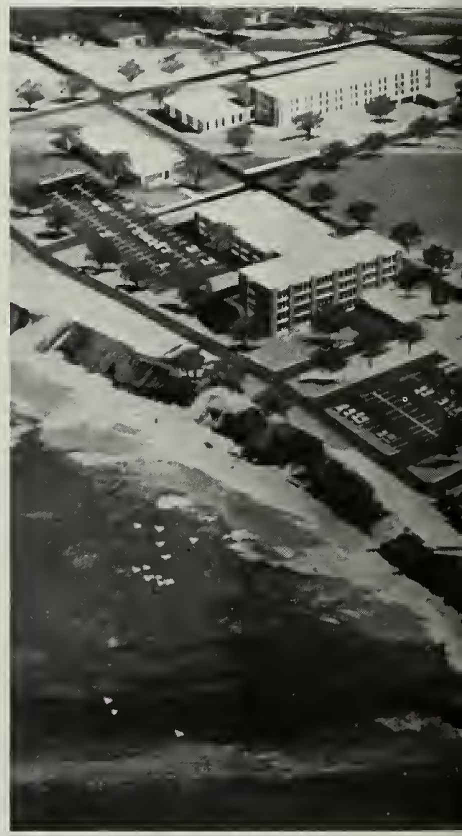
Those who apply for OCS can count on a full, tough schedule. Only those who are mentally and physically fit and can identify with the Navy will finish the school and receive commissions.

In spite of the high standards set by OCS graduates in the past, students today are setting precedents. The class which graduated last April was the smallest in the history of the school (126 students), and had an outstanding academic record. Its over-all academic average was 3.301, and 29 per cent of its members qualified as honor students. The two figures were the highest in the history of OCS.

Academic incentives include an Honors Recognition program for students who maintain grade point averages above 3.2. There is also an Elective Honors program under which students maintaining averages above 3.2 may attend lectures to stimulate their interest in foreign affairs, current events, and U. S. foreign policy.

The regular academic schedule calls for 565 hours of classroom study with emphasis on naval subjects, particularly leadership. Lesson plans cover naval organization, tactics, engineering, seamanship, weapons, navigation, and other subjects.

The curriculum and training—expanded in recent years—is designed to prepare the students for duty as division and watch officers at sea. Although those who



MOVING UP—OCS students march to class. *Rt:* Campus at Naval Officer Candidate School will look like this.

make it through graduation day are assigned on the basis of individual backgrounds, personal preferences, and the inevitable needs of the service, most go to sea (but on board the types of ships they request). Many qualify for submarine school, underwater demolition training, or nuclear power school. Approximately 10 per cent go on to aviation training and become pilots.

The OCS staff of 178 officers and enlisted men, most of them instructors in technical subjects, makes every effort to bring textbook material to life while following a strict academic and military curriculum. Three-dimensional mockups, working models, cutaway gun mechanisms, and training aids which range from simple block and tackle rigs to full size replicas of ship compartments, help add realism to training.

Eight district yard patrol craft (YPs) based at OCS provide underway experience for the future officers. Students rotate through the duties of Officer of the Deck, helmsman, lee helmsman, navigator and lookout.

ACADEMIC TRAINING is divided into four phases. An Organizational Division introduces the officer candidates to the Navy way of life, and prepares them to enter the Fleet with a fundamental understanding of the Navy's mission, procedures and regulations. The goal is to give each student the administrative knowledge he'll need to serve as a division officer. He becomes familiar with the enlisted rating structure, service records, shipboard organization and regulations, and watches and bills.

The Technological Division gives each candidate a basic knowledge of seamanship, damage control, engineering and navigation. Students visit USS *Buttercup*, a

ENSIGN NOW—OCS student receives diploma. *Below:* Future officer studies and seamanship is put to the test.

MEALTIME—Food at OCS is served cafeteria style.

full-scale model of seven ship's compartments, two of which can be flooded to simulate battle damage. *Buttercup* is "saved" by OCS students who man pumps and plug holes.

A Tactical Division prepares the candidate for a variety of billets, with emphasis on the duties normally assigned a junior line officer on board ship. After a study of communications, ship phraseology and nomenclature, principles of shiphandling and rules of the nautical road, the student progresses to naval tactics and special operations such as mine warfare, search and rescue, aircraft operations, air defense, amphibious operations and weapons.

The eight YPs assigned to OCS appropriately make up a YP Division. During the last quarter at school, the student puts his OCS training to the test on board the YPs. The 50-ton, twin-screw patrol craft are considered ideal for OCS training. They approximate a destroyer in handling characteristics, and call for essentially the same maneuvering and underway watch stations found on board a DD.

A typical school day begins with reveille at 0530. Room cleanups are held daily—and so are inspections. Field day is held each Friday night. Liberty is called on Saturday—after drill and inspection.

Meals are served cafeteria style, except for senior students who eat at linen-covered tables and are served in restaurant fashion. It is here the candidates practice dining manners called for in wardroom etiquette.

In order to keep up with many subjects crammed into an 18-week course, students make good use of mandatory study hours between 1900 and 2200 daily. Many are able to muster enough spare time to participate in a variety of extracurricular programs, such as drum and bugle corps, choir, and athletic competition.

Physical standards at OCS are high. Students are tested monthly on their fitness and must devote certain hours each week to conditioning. The importance of physical fitness is stressed further through competition in a variety of sports. Points won here add to over-all OCS achievement records which determine honor companies at graduation.

The future for OCS is bright. At present, the school is in the midst of an extensive building program which, when completed, will make it one of the most advanced and attractive facilities of its kind.

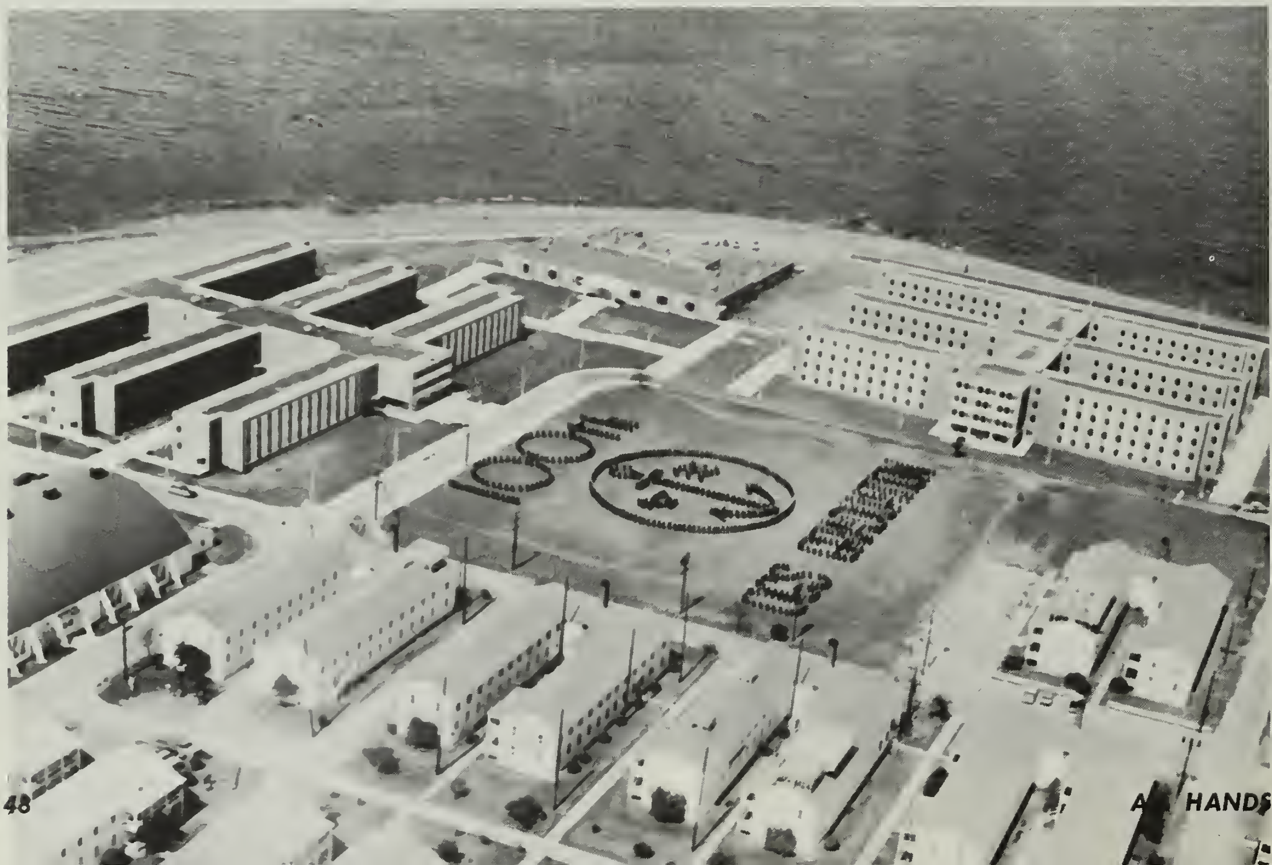
One modern dormitory for 940 students, a three-story, six-wing building named Nimitz Hall, is already in use. A second dormitory nearing completion is a four-story, six-wing building with rooms for 1060 students.

A new technical training building scheduled for completion in 1969 will provide the latest in instructional facilities, including a computerized tactical trainer which will simulate the movements of a destroyer. The new building will also be equipped with closed-circuit television for use as a classroom teaching aid.

A main instruction building is scheduled for completion in 1970, and the following year the finishing touches will be put on a new headquarters building. Two new ceremonial drill fields and a new small craft training facility for the eight YPs will round out the OCS construction program.

When finished in 1973, the OCS complex with its modern look will consist of eight major buildings, as well as the two drill fields, a swimming pool, two gymnasiums and the new small craft facility. OCS will then have acquired the permanent site it deserves.

AT PRESENT Naval Officer Candidate School looks like this. Temporary buildings in foreground will be replaced.



NPGS: POSTGRADUATE SCHOOL

OFFICER POSTGRADUATE education is centered in the Naval Postgraduate School at Monterey, Calif. This school offers one-, two- and three-year technical curricula which include such fields as aeronautics, communications, electronics, environmental sciences, naval engineering (electrical and mechanical), nuclear effects, data processing, operations analysis, systems analysis and weapons systems.

The Postgraduate School also offers a one-year technical engineering science curriculum as both refresher and terminal training in undergraduate mathematics and the physical sciences. The refresher courses last for 24 weeks or less and prepare those who take them for admission to an advanced technical curriculum. Students continuing in engineering science are offered intensive terminal courses in both undergraduate and graduate mathematics, classical and modern physics, chemistry, electronics, probability and statistics, operations research, oceanography and other subjects.

The U. S. Naval Postgraduate School also offers a one-year non-technical naval management curriculum. Officers who have already completed a technical postgraduate curriculum may be ordered to this course.

It provides management training to improve the students' capabilities for organizing, planning, directing, coordinating and controlling activities in which men, money and materials are used to accomplish Navy objectives.

The program permits limited specialization in fields in which the students' sponsoring agency or bureau is interested and also offers elective courses in such areas as economics, financial management, personnel and material management and quantitative analysis.

The offerings of the Naval Postgraduate School are supplemented by instruction given at about 50 cooperating civilian institutions which are well known for their excellence in specific fields of study—both technical and non-technical.

SCHOOLS AND PROGRAMS sponsored by the Department of Defense also supplement the curricula of the postgraduate school and sometimes operate in conjunction with civilian institutions which bestow a degree upon those who successfully complete their course of studies.

Although the postgraduate program is designed to provide, whenever possible, some postgraduate work for all qualified active duty naval officers, an officer's eligibility depends largely upon his academic aptitude, his availability for duty under instruction and the time required to complete his academic work.

Those who meet the criteria for postgraduate education are, for the most part, limited to obtaining an MA or an MS degree. Further education ending in a doctoral degree is limited to exceptionally competent officers chosen to continue in studies which are both compatible with the needs of the Navy and the officers' career pattern and previous education. Candidates for a doctoral degree must also be capable of completing their studies during a four-year shore tour.

An MA or MS degree is a prerequisite for a doctoral study program in the same discipline or one which is directly related to the course of studies followed by the students at lower educational levels.

Welding a group of officers attending the Naval Postgraduate School into a group which can pursue an organized course of studies is one of the factors which is responsible for the nature of the school.

Officers who enroll in the engineering science curriculum, for example, usually come from varied academic backgrounds and may have taken their undergraduate work as long as 15 years ago. Some have had extensive technical undergraduate education while others are deficient in mathematics and chemistry or physics.

The postgraduate school's engineering science curriculum takes these varied undergraduate backgrounds and, by employing four educational levels tailored to suit the students' previous education, prepares them to pursue a specified course of studies consistent with their previous education.

STUDENTS ENTERING this curriculum are classified under one of the following academic backgrounds for which a definite course of studies is prescribed.

- The high academic background: The postgraduate school offers students in this category two academic quarters of work to prepare them for an advanced technical curriculum. Basically, officers with a high academic background have completed differential and integral calculus and have had at least one year of college physics and chemistry.
- The average academic background: Officers who have at least completed differential calculus or have had a recent survey course in the subject are considered as having an average background as are those who earned average grades in one year of college physics and chemistry. Those who have an average academic background are eligible for participation in a program which offers two academic quarters of work to prepare students for entrance into the advanced technical curriculum.
- The fair academic background (upper) basic program: Officers eligible for this program have never studied calculus and have had less than a year of college physics or chemistry. After completing two academic quarters in this basic program students are adequately prepared for entrance into the General Meteorology curriculum and perhaps for transfer to an advanced technical curriculum.
- The fair academic background (lower) basic program: Most two and three-year study courses at the Naval Postgraduate School require a familiarity with the following basic tool subjects no later than two quarters after enrollment: Mathematics (differential and integral calculus), physics (mechanics, heat, light, sound, electricity and magnetism), chemistry (current theories of atomic structure, chemical bonding, states of matter, chemical kinetics, chemical equilibrium and the compounds of carbon). Officers who haven't completed one year of college physics or chemistry and who are weak in both college algebra and trigonometry are therefore classed as having this background and are recommended for the fair background (lower) basic program. The courses taken depend upon the students' needs.

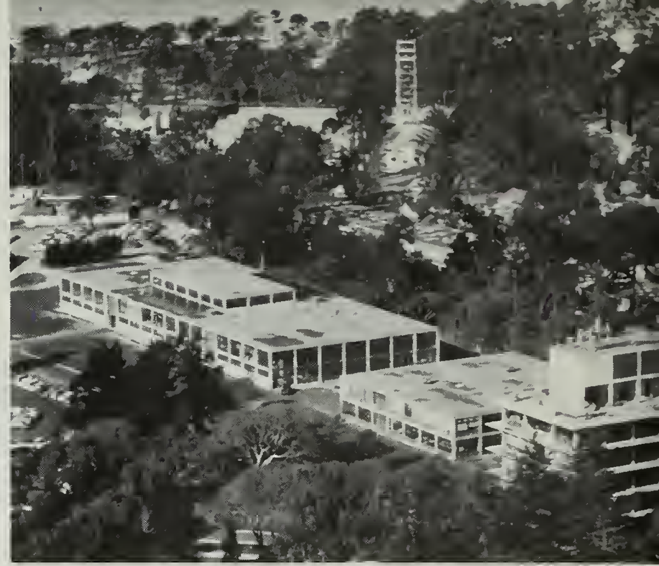
For example, officers who want a basic technical education probably should take the 36 week terminal science curriculum offered by the Naval Postgraduate School, unless they consider themselves lacking in mathematics and physical sciences.

Officers who consider themselves weak in these subjects are advised to take the refresher course of studies which lasts for 24 weeks or less to determine the extent of their mathematic and science deficiency and to eliminate it.

AS MENTIONED BEFORE, schools and programs sponsored by the Department of Defense supplement the curricula offered by the U. S. Naval Postgraduate School.

These are:

- The Defense Intelligence School: This school offers a postgraduate curriculum in the basic principles and techniques of intelligence operations. Qualified officers who complete this course of studies may be given an opportunity to increase their value in the intelligence field with language training offered at the Defense Language Institute.



- The Institute of Defense Analyses (IDA): Offers a one-year Defense Systems Analysis program in cooperation with the University of Maryland which confers a master's degree upon those who successfully complete the course of studies.

The Systems Analysis Educational Program trains both military and civilian personnel in the techniques of the planning-programming-financial management system for ultimate assignment to the Joint Staff, the staffs of the Military Department and the Office of the Secretary of Defense in branches that are particularly concerned with systems analysis and force level planning.

The curriculum takes one year to complete and consists of three academic semesters during which the student takes economics, mathematics, statistics, mathematical operations research and strategic studies and analysis of Defense policy discussions.

The final phase of this curriculum is devoted to study of politico-military situations, reviews of DOD studies and completion of thesis work.

- The Navy Management Systems Center: This center is located at the Naval Postgraduate School and offers an important DOD course in Defense Management Systems. This four week course provides an appreciation of the concepts, principles and methods of Defense Management as they concern planning, programming, budgeting and their interrelationships with resource management systems.
- The Defense Atomic Support Agency (DASA): This agency sponsors a two-year nuclear engineering (effects) curriculum at the Naval Postgraduate School as a joint service program.

It provides officers with an advanced technical understanding of the phenomenology of the blast and of the thermal, nuclear and biological aspects of nuclear weapons effects, including their employment and defensive situations.

Entrance requirements for the Naval Postgraduate School vary. For example, the academic requirements

for entrance into the postgraduate school itself depend upon the students' previous preparation and the course of postgraduate studies being taken.

The technical postgraduate curriculum conducted at the Naval Postgraduate School, including engineering science, requires a baccalaureate (or its equivalent) and a background in science-engineering fields which provide a foundation for the required technical curriculum.

Students must also have shown an above average grade pattern in differential and integral calculus and physics.

Officers taking a non-technical naval management curriculum must also have a baccalaureate (or its equivalent) including two semesters of college mathematics at or above the college algebra level in which they must have maintained at least a C average. Differential and integral calculus, although not required, are desired.

Requirements vary for officers attending civilian institutions. Generally speaking, they all require a baccalaureate for admission. Officers attending civilian institutions must also meet the requirements of the university or college at which they study.

ENTRANCE REQUIREMENTS FOR DOD-sponsored schools and programs also vary but, generally speaking, they also require a baccalaureate or its equivalent as a universal requirement. IDA and DASA also have the following specific requirements.

The Institute for Defense Analyses (IDA) requires 10 or more years of commissioned service and also mathematics through differential and integral calculus. Students must have academic records indicating mathematical proficiency; be prepared for first-year graduate course in mathematical statistics and have taken one and preferably two three-semester hour courses in economics. Candidates for IDA must be acceptable to the Institute for Defense Analyses and the University of Maryland.

To be accepted for DASA-sponsored programs, officers must have the prerequisites for the previously mentioned DASA-sponsored engineering (effects) curriculum conducted at the Naval Postgraduate School at Monterey.

Doctoral candidates must have a master's degree in the field in which further education is desired. They must also show an outstanding academic record.

Inasmuch as the Navy tries to provide some postgraduate education for its officers early in their career, they become eligible for postgraduate education upon completing their obligated service or their first sea tour. —whichever is first.

Naval officers who are assigned to postgraduate work obligate themselves at the rate of one year for each six months or fraction thereof of postgraduate education received.

A SELECTION BOARD chooses candidates for postgraduate education within quotas reflecting the Navy's requirements in the fields of study which are available. The board considers the preferences stated by the candidate, his professional performance and academic background records.

Selectees are then classified as principals, alternates and bankees. The latter are principals declared unavailable to attend during the academic year for which they are selected but who may be ordered when available to attend within three years following the fiscal year in which they were selected.

Unrestricted line officers and officers of other categories are eligible for postgraduate education, during 1968 as follows:

- Line officers (110x/13xx/140x/15xx/16xx) in the grades of lieutenant, (lieutenant (jg) for 140x) through lieutenant commander who are available and are professionally and academically qualified are eligible for technical curricula.
- Line officers (110x/13xx/140x/15xx/16xx) in the grades of lieutenant through commander who are available and are professionally and academically qualified are eligible for nontechnical curricula.
- Line officers (110x/140x) from year group 1966 are eligible for the Naval Construction and Engineering curriculum.
- Unrestricted line officers (110x) including Naval Academy graduates, who do not possess designated engineering degrees from year groups 1965 and 1966 are eligible for the Civil Engineering (advanced) curriculum.

Selection for the curriculum leads to change of designator to Civil Engineer Corps (CEC)(5100) and a career in the CEC.

- Supply Corps officers (310x) in the grades of lieutenant through commander are eligible for curricula appropriate to code category 310x officers.
- Chaplain Corps officers (410x) in the grades of lieutenant through commander are eligible for the Religion curriculum. Chaplain Corps officers must have had approximately one year on station as of 1 Aug 1968.
- Civil Engineer Corps officers (510x) in the grades of lieutenant (jg) (in lieutenant zone), lieutenant and lieutenant commander are eligible for curricula appropriate to code category 510x.
- Limited duty officers (6xxx) meeting required academic prerequisites are eligible for technical and nontechnical curricula as may be considered appropriate to their respective 6xxx categories.
- Medical Service Corps officers (230x) should refer to BuMedInst 1520.12 series to determine their eligibility for and method of requesting assignment to postgraduate curricula.

NAVAL WAR COLLEGE has been training future Navy leaders for 83 years. School founded by Admiral S. B. Luce.

THE NAVAL WAR

THE SECRETARY OF THE NAVY had completed his formal speech, followed by a series of informal questions and answers—penetrating inquiries and discerning replies—all off the record.

The next man on the schedule approached the rostrum. He was tall and distinguished, wearing the four stars of a full admiral. There were rumors that he would be a future Chief of Naval Operations, in fact that he was even now being considered for the assignment as CNO.

The audience in Sims Hall, a weather-beaten, ivy-covered building on the historic shores of Narragansett Bay, listened intently. There was a lot of gold braid in that audience, plus the mufti of men of industry, professors and scientists, but the largest part of the group was made up of naval officers wearing two and a half to four stripes.

The occasion: The Global Strategy Discussions.

The place: The Naval War College, in Newport, R. I.

The time: Early summer, 1967.

In a matter of weeks the rumors were to be verified, and Admiral Thomas H. Moorer, USN, would move from his three-hat job as CincLant, CincLantFlt and Saclant to the top-hat job of CNO.

Among his many qualifications for the new job was his training as a student at the Naval War College, class of '52.

WITHIN A FEW DAYS another announcement was made, that the Honorable Paul Nitze was moving up the ladder from the post of Secretary of the Navy to Deputy Secretary of Defense. Secretary Nitze is well known to the Naval War College, having addressed its classes for a number of years.

Illustrious names constitute one of the more noticeable features of the Naval War College. This is true not only of its guest speakers, but of its former students who went on to greatness. Its famous alumni—to name just a few—include Fleet Admirals Nimitz and Halsey, Admirals Spruance, Turner, Kinkaid, Hewitt, Conolly, Sherman, Hall and Kirk.

The presidents of the Naval War College down through the years have been a distinguished group. Currently in this office is Vice Admiral John T. Hayward, USN, whose numerous qualifications include that of a naval aviator, an expert in antisubmarine warfare, and the first admiral to command an atomic task force.

The Naval War College's founder was one of the great naval leaders of the nineteenth century, Admiral Stephen B. Luce. In 1884, when he was a commodore, he urged the Secretary of the Navy to establish a school of naval warfare. It should, according to Luce, teach the subject "as thoroughly as it can be taught outside the stern school of the battlefield."

Before that year was up, the United States Naval War College had been established. Among those who were among the first to realize its value were Navy Secretary Josephus Daniels, Assistant Secretary of the Navy Theodore Roosevelt, and then Captain Alfred T. Mahan and Admiral William S. Sims.

It was at the Naval War College that Captain Mahan did much of his writing on the influence of sea power, thus performing a significant role in shaping military thinking, and history itself.

Under the leadership of Admiral Sims, after World War I, the college expanded and increased its influence. As it became the Navy's highest educational school, many officers eagerly sought the opportunity to take advantage of the NWC's course of study. Additional incentive was created when the Navy Department announced its policy that the majority of higher commands would go to those with Naval War College experience.

This policy apparently became s.o.p., for by 1921 half of the flag officers afloat—and their chiefs of staff—were graduates of the Naval War College.

The value of this NWC training, often a precursor to flag rank, was to be demonstrated over the years. As students at the Naval War College during the 1920s and '30s, many of the officers who were to become senior leaders and strategic planners during World War II received valuable practice in strategic and tactical plan-

ADM Alfred T. Mahan

ADM Stephen B. Luce

COLLEGE

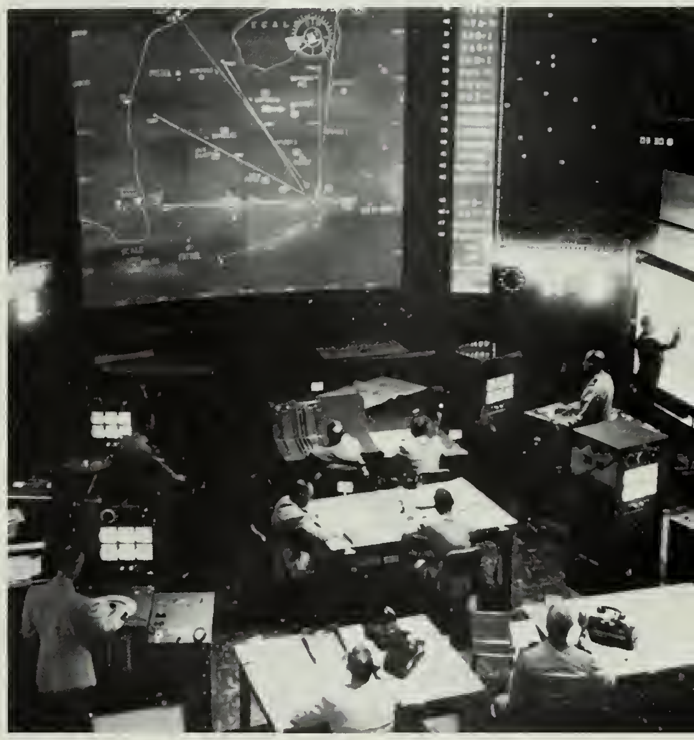
ning during war games of simulated naval operations.

FADM Chester Nimitz, who graduated from the Naval War College in 1923, can be cited as a prime example. In a letter to the war college's president, he stressed the value of the advance preparation and training he had received at the Naval War College:

". . . the courses were so thorough that after the start of World War II, nothing that happened in the Pacific was strange or unexpected. Each student was required to plan logistic support for an advance across the Pacific—and we were well prepared for the fantastic logistic efforts required to support the operations of the war.

"When I became Chief of the Bureau of Navigation in June 1939, my first act was to send for the BuNav war plans. To my horror, I learned that on D-Day, it was planned to close down the Naval War College and the Naval Postgraduate School in order to provide officers for an expanding Fleet—as was done on D-Day for World War I.

"I immediately canceled those plans and prepared



MANY NAVY leaders have trained at NWC. Here's class of '23. Can you find Chester Nimitz? *Rt:* Luce hall in 1920.

for expanded classes at both the war college and postgraduate school. We shortened the War College Course to five months in order that more officers could be rotated through our fine institution. . . . Again, I credit the Naval War College with giving me the wisdom and foresight to see the need for these important changes in our personnel war planning."

UNDER THE LEADERSHIP of ADM R. A. Spruance following World War II, NWC courses were established which acquainted the War College's students with the fundamentals of interservice operations and some of the non-military elements of national power.

Today, the subjects studied at the Naval War College range from national strategy to naval weapons. Strategy, tactics, and logistics are stressed; however, they are not taught as separate subjects, but as related influences on the conduct of war.

Thus, the NWC in 1967 attempts to make certain future naval leaders will have a broad professional understanding of national security, with the accent on seapower. In other words, the War College teaches what every admiral should know.

Since its very beginning, the aim of the NWC has been to prepare naval officers for better things to come. Its founder called it simply an invitation to officers to meet together and prepare themselves for the ". . . highest and most responsible . . ." duties open to a naval officer. For 83 years, it has been doing just that.

PHYSICALLY, the Naval War College consists of a group of buildings overlooking Narragansett Bay. The oldest War College building, Luce Hall, was built in 1892. It is, of course, named for the Naval War College's founder.

An annex to Luce Hall is the Mahan Library, named after the second president of the War College, Captain Alfred Thayer Mahan. The library annex was added in 1904.

In 1934, a west wing was added to the building complex, and named Pringle Hall, after Rear Admiral J. R. Poinsett Pringle, the 19th War College president.

Sims Hall, situated some distance away, was converted to War College use in 1947, and contains the war gaming annex, completing the list of major buildings.

THERE ARE THREE resident courses offered at the Naval War College, each aimed at a different level of knowledge and experience. All last 10 months.

The School of Naval Command and Staff conducts a course of instruction for mid-career U. S. officers, i.e., officers in the rank of commander or lieutenant commander with 10 to 15 years' commissioned service. Approximately 160 naval officers attend each year. Officers of the other services are of equivalent rank, and number about 43.

Their course consists of three major studies. The first, Fundamentals of Strategy Study, gives them a background in international affairs, national security, public affairs, economics, and Department of Defense management techniques.

Naval Operational Planning, the second study, examines the military planning process and how it applies to naval warfare.

The third major study consists of two planning exercises, which allow for practical application of just-learned skills and knowledge. Students also engage in an associated elective program and tackle an individual thesis or group research project. Some of these research efforts are presented orally to appropriate groups within the college, as well as in written form.

THE SCHOOL OF NAVAL WARFARE is a course for senior U. S. officers. Naval officers in the grades of captain and commander, with 16-23 years of commissioned service, who currently are best qualified for promotion, are selected to attend. They number approximately 104. Officers from the other services, and civilians from U. S. government agencies are of equivalent rank and experience. About 56 attend each year.

Three related studies constitute the main body of their instruction.

The National Strategy Study includes detailed examination of capabilities, political philosophy, and goals of other nations, all of which influence U. S. strategy. Taking these factors into consideration, students try their hand at formulating a national security policy. In fact, student committees act in the role of the National Security Council, formulating their ideas as to what our national strategy should be.

The second part of the course, the Strategic Planning Study, examines the ways national security policy evolves into military planning at the level of the Joint Chiefs of Staff and of the unified and specified commanders.

In the third portion of the course, the Naval Warfare Study, students consider the impact of seapower on achievement of national goals and study ways of adapting the naval service to meet national needs.

Like their mid-career counterparts, the senior officers at the School of Naval Warfare study associated electives and participate in individual or group research projects.

The Naval Command Course is open to senior officers of the free world navies. Each year, about 30 captains and commanders, specially selected from friendly navies, are invited to attend the Naval War College.

Their curriculum is divided into two concurrent areas of study—seapower, and international affairs.

The seapower study concerns the broad range of naval power, its relationship to army and air force operations, and how it can best be used to achieve the goals of free world strategy. Included are studies of naval aviation, amphibious, submarine, antisubmarine, anti-air, and mine warfare operations.

Naval Operations Planning examines the military planning process and its application to naval warfare.

Two practical exercises allow the senior students to apply their planning knowledge. While these studies are in progress, a writing and speaking program is conducted to give the students practice in research, writing, and speaking.

ALL THESE War College courses have one thing in common—they are largely self-taught.

Each War College student learns by individual initiative. The college provides him with a vast amount of informative and interpretive material on modern warfare, but no official dogma, doctrine, or accepted solution is presented or advocated. The NWC sets no fixed rules by which wars may be conducted, or battles won. The student's search is for guiding principles, rather than correct answers.

Formal study—reading, lectures, and seminars—is complemented by application, including individual dissertations, group research projects, and war games.

The most distinctive study method used at the Naval War College is the operations problem planning exercise, a highly developed form of case instruction. Here, the student is presented a detailed description of a realistic military situation. He then makes an estimate, develops a plan, and writes an appropriate directive. In some cases, plans are required for opposing sides, and a war game is used to test the wisdom of the courses of action decided on by the student planners. The command level of the situation can range from a small task force to a whole theater of operations. Small-scale problems are solved on an individual basis, while the larger ones are undertaken by groups of students formed into staffs.

Every operations problem is followed by a critique, in which salient features of the problem and significant differences in the possible solutions are discussed. Each student can thus evaluate the soundness of his judgment in preparing his plan.

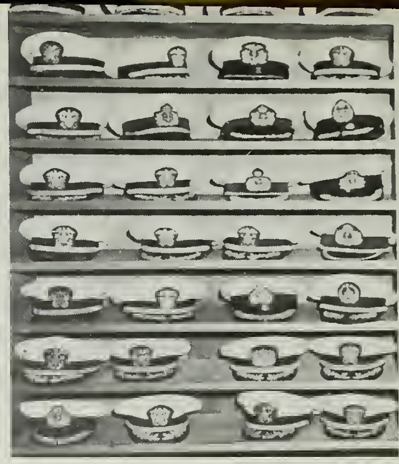
MANY STUDIES are made the subject of seminars. From readings and lectures, the participants acquire a common background of knowledge and then they are formed into small groups to analyze and discuss the subject in greater detail.

In at least one respect, the student at the Naval War College is like his counterpart on any college campus. The preparation of the research paper is far from popular. Yet, by the time papers have been submitted

PRESIDENTS TOUR—Eisenhower talks with VADM Austin at the college. Late J. F. Kennedy tours with Allen Dulles and John McCone.

WAR COLLEGE VISITORS—ADM Arleigh Burke (Ret) and former CNO ADM David L. McDonald (Ret) greet foreign guests at the college.

EX-SECNAV Paul Nitze, Deputy SecDef, tours War College with VADM Haywood, RADM Schneider and new CNO, ADM Thomas H. Moorer.



FOREIGN NAVYMEN become familiar with the warfare simulator equipment. Hats (right) reflect nations involved.

STUDENTS assemble to hear various noted speakers before breaking up into small discussion and study groups.

Naval War College Review

Although not every officer can attend the Naval War College, there are ways he can benefit from the attendance of his colleagues. So that officers of the services may share some of the benefits of the resident students at the Naval War College, many lectures and research studies are reproduced and disseminated in a monthly publication entitled Naval War College Review.

The first of a series of "blue books" was published in 1901. These international law texts are written by the occupants of the chair of International Law during their residence at the War College. The blue books are printed by the Government Printing Office, and receive worldwide distribution. They are essentially case studies, with emphasis placed on those aspects of international law which are of particular interest to naval officers.

A Guide for Professional Reading for Officers of the Navy and Marine Corps is prepared annually by the Naval War College and published and distributed by the Bureau of Naval Personnel.

and evaluated most students agree that in no other way could they have gained such insight into the strategic or professional subject they selected for study.

Like any other college, NWC relies heavily on an experienced faculty to channel self-study efforts of its students in the right direction.

The Naval War College's faculty includes military officers of all the services and civilian professors. The military faculty is selected to insure a balance of experience in the various military areas. In certain instances, postgraduate education is a prerequisite for faculty assignment. Similar experience is equally sought in the faculty's Army and Air Force officers. Military faculty members normally complete a three-year tour of duty.

The role of the NWC faculty is to provide necessary guidance when it is needed—and not before. In many cases, faculty members allow students and student committees to make mistakes, to march boldly up blind alleys—but then point out errors and oversights before the frustration index approaches the danger point.

ONE OF THE MAJOR CONTRIBUTIONS of the naval War College to the Navy was the development and refinement of the art of war gaming to test the wisdom of military decisions and operational plans.

The first war game problem was conducted at the Naval War College in 1894. Back in those days, war games were conducted with ship models which were moved about on checkerboard floors.

Unfortunately, the checkerboard type of game required that players spend much of their time waiting, while their moves were evaluated by control teams. But this early method of gaming had a more significant drawback—it was suited only to the simulation of surface action. It could not be adapted successfully to fast-moving air and subsurface action.

This drawback no longer exists. The war gaming facility has now gone electronic, and is housed in a wing of its own in Sims Hall. Called the Navy Electronic Warfare Simulator (NEWS), it provides war-gaming services both to the college and to the Fleet.

NEWS provides the War College students with a reproduction of actual battle situations. And it provides the most realistic war game conditions possible.

An installation a block long and three stories high, NEWS consists of equipment rooms, control rooms, an umpire area, and a series of command centers.

It provides the students with an instantaneous and continuing picture of a tactical situation from the moment of initial contact with enemy forces until one force has been destroyed or rendered ineffective.

No effort has been spared to achieve realism. "Admirals" and "commanding officers" of opposing forces are isolated from each other in command centers, where they are supplied only the type of information they would be likely to have in combat. They must make their decisions from limited and often imperfect information—as is, of course, the usual case in real life.

Images of each simulated force are portrayed on a 15-foot master plot screen through the use of optical projectors. NEWS provides extensive communications systems, as well as force radar presentations. It indicates course, speed, and in the case of aircraft or missiles, altitude of the various elements.

Umpires are located in an auditorium which is physically separated from the command center. Each umpire is an officer with wide professional experience in the type of operation he umpires.

To avoid tedious waiting periods, game time can be stepped up to two, four, or even 40 times the normal clock time. While games are being conducted, control teams and spectators can follow the maneuvering and action of opposing forces as portrayed on the master plot screen in the umpire area.

If at any time the action tends to drag, the control teams can inject new information into the game to intensify the problem.

After the game is completed, Monday-morning quarterbacking begins. The decisions made by the players can be evaluated. During the critique sessions, NEWS can recreate electronically the situation at any point of the game. Opposing moves can therefore be analyzed in detail, and players can see for the first time how their forces looked at each stage of the game. Understandably, war-gaming is a popular part of the War College curriculum.

An important "extra" for the War College students is provided by the lecture program, which is conducted throughout the academic year.

Speakers cover such subjects as the progress of science and military affairs and national strategy.

While many lectures are presented by the faculty, the Naval War College invites guest speakers who are leaders in military, academic, and governmental fields.

These sessions have proved so successful that many students stop in to listen as spectators. As a result, the conferences have moved from the smaller lecture rooms into the auditorium.

The academic year is concluded with a week in which students and staff are joined by prominent civilian leaders, high-ranking military officers, and senior reserve officers, for a series of discussions concerning global strategy.

This year, the 19th of these Global Strategy discussions was conducted, with over 600 leaders taking part in the four-day meeting.

As we have seen, many of the Navy's top names had gathered at its highest educational institution to discuss the conduct of war. And that's the way Commodore Luce planned it.

Other Courses at NWC

In addition to the three resident courses mentioned, the Naval War College also conducts several collateral courses during the year. These are:

The Senior Reserve Officers' Course—During the latter part of the academic year, selected senior Reserve officers on two weeks' active duty study current concepts and latest developments in naval warfare.

The Reserve Officers' Command and Staff Course—Selected Reserve officers of the grade of lieutenant commander and major on two weeks' active duty examine the military planning process; operational naval staff organizations, procedures and techniques; major aspects of current and future weapons employment; factors which might influence naval operations in an area of strategic importance; and the techniques employed in the Cold War. Also during the latter part of the academic year.

The Naval Reserve Officers' School Instructors' Seminar—A two-week course conducted each summer which prepares Reserve officers to become instructors in selected correspondence courses at various Naval Reserve Officers' Schools throughout the U. S.

Fleet War Gaming Course—conducted each spring to familiarize selected Fleet officers with war gaming and its application to naval warfare and Fleet operations.

Correspondence Courses—available to all officers of the U. S. military services and the Coast Guard of the grade of lieutenant and above on active service, or in the inactive Reserve. Courses are also available to selected government employees of the grade of GS-10 or equivalent and above. A waiver of rank or grade requirement may be granted for qualified individuals of lower grades.

NAVAL STUDENTS listen as their instructor offers a critique of their individual theories and presentations.

NATIONAL WAR COLLEGE offers 10-month course on national security policy to top military and civilian officials.

Additional Opportunities For Senior Officers—

'THINK

The story of the Naval War College has been told in some detail in the preceding pages. However, this is not the only institution devoted to the furtherance of advanced education for naval officers.

Each of the military services maintains at least one similar college, and each is available to a limited number of naval personnel.

Below you will find a brief description of these schools.

The National War College was founded to meet two requirements revealed by the experience of World War II: The need for greater understanding between the civilian and military branches of the government, and for greater understanding of the military services themselves.

The National War College operates under the direction of the Joint Chiefs of Staff. It is a top-level interservice school for highly selected senior military officers and civilian career officials, giving particular emphasis, at the senior school level, to the field of politico-military affairs. One of the important aspects of the course is the exposure of class members to experiences and viewpoints of the civilian representatives as well as those of the members of the other military services. The academic program encompasses a systematic study of the nature, formulation and implementation of national security affairs.

Classes usually consist of about 140 students, with 35 members from civilian agencies of the government and the remainder equally divided among the three military departments. The average age of all members is 43 years. Military members are in the grade of captain or commander in the Navy, or colonel and lieutenant colonel in the other services. Civilian members are of comparable rank. The faculty consists of about 22 military and foreign service officers and civilian educators.

The academic atmosphere is roughly comparable to that of an advanced graduate educational institution for mature military men and statesmen. The annual course is 10 months long.

The National War College is located at Fort Lesley J. McNair, Washington, D. C.

The Armed Forces Staff College, Norfolk, is primarily concerned with the preparation of selected military officers for duty in all echelons of joint and combined commands.

Each class is composed of approximately equal numbers of officers from the military departments. Students are officers with from nine to 20 years' service who have demonstrated their suitability for higher command or staff training. In addition, a small number of civilian students from other government agencies and several allied officer students are invited to each class.

Two major areas of study are covered: Joint and combined organization, planning and operations; and related national and international security considerations.

Seminars, with 12 to 18 students, include members from the three military services with allied and civilian students. Three faculty officers, one from each of the military departments, are detailed to each seminar as permanent advisers.

Emphasis is placed upon methods and principles, particularly upon improving habits of thought and developing the ability to analyze, reason and reach decisions.

The atmosphere is that of a graduate-level educational institution. Students do not receive academic grades, the attitude being that competition for marks might jeopardize full and free expression.

TANKS'

The Industrial College of the Armed Forces, Fort Lesley J. McNair, Washington, D. C., is a joint educational institution operating under the direction of the Joint Chiefs of Staff. It is the capstone of the military educational system in the management of logistic resources for national security.

The College consists of three schools: The resident school, the national security seminar school, and the correspondence school. The staff and faculty are composed of members from the Army, Navy, Air Force, and Marine Corps, supplemented by civilians who are specialists in their subjects.

The enrollment and allocation of student quotas for the resident course is determined by the Joint Chiefs of Staff. U. S. and foreign nationals are enrolled in the correspondence course on an individual basis. The Commandant determines military quotas for the seminar course.

The subjects covered in the resident course range over the entire field of national security affairs, but attention is focused on the management of resources, in dealing with the problems of national security. The central theme is the management of logistic resources, material, programs and systems of combat threats and challenges to the security of the U. S. The course stresses the study of the national economy, especially its industrial sector, and of science and technology, as essential sources of national strength.

Based on the resident course, seminars are presented each year in selected cities throughout the United States. They consist of two five-day weeks of approximately six hours daily. Civilian participants are from the community. Reserve officers who wish to attend the seminars apply through local official channels to their respective commandants. Upon selection, the Reservists are ordered to active duty for the period of instruction.

The graduate level correspondence course "National Security Management" presents the subject matter of the resident curriculum, adapted to the correspondence method of study. The course is not designed to train specialists in any particular field, but to provide a deeper appreciation of the management of logistic resources. More than 25,000 students have completed the course which takes from 12 to 15 months.

The Army War College, Carlisle Barracks, Pa., prepares selected senior officers for command and high level staff duties with emphasis on Army doctrine and operations.

The focus of the curriculum is placed on the appropriate use of military force, with emphasis on the Army, in support of national security policy. Primary emphasis is placed on the considerations and methods of developing and employing military force, through the formulation of strategic concepts and basic undertakings, to support the national strategy.

Eight courses, two programs and two seminars are presented. The orientation program provides a basic introduction to the college and the curriculum. The comparative military strategy seminar establishes the foundation for understanding the evolution of military strategy to permit evaluation of current and future strategies. An appreciation of current Department of Defense problem-solving and decision-making procedures is offered by the command and management seminar.

Each course is designed to contribute to the considerations required for the development of a sound national strategy.

The individual research program emphasizes research and analysis in depth, preparation of a professional paper and speaking on a military subject of importance to the Army.

The Army Command and General Staff College, Fort Leavenworth, Kan., provides officers with a working knowledge for war- and peacetime duty as commanders and general staff officers at division, corps, field army and army group levels. It provides the basis for future progress to higher command and staff responsibilities.

A partial description of the scope of instruction would include: Fundamentals of combat, including principles of war; fundamentals of leadership; legal basis of command; international law; management control techniques, including automatic data processing systems; elements of national power, and strategic area studies.

Prominent military and civilian guest speakers lecture on selected topics to support and extend the resident instruction.

The course is 38 weeks long. Naval officers selected for this instruction must have from 10 to 15 years of commissioned service.

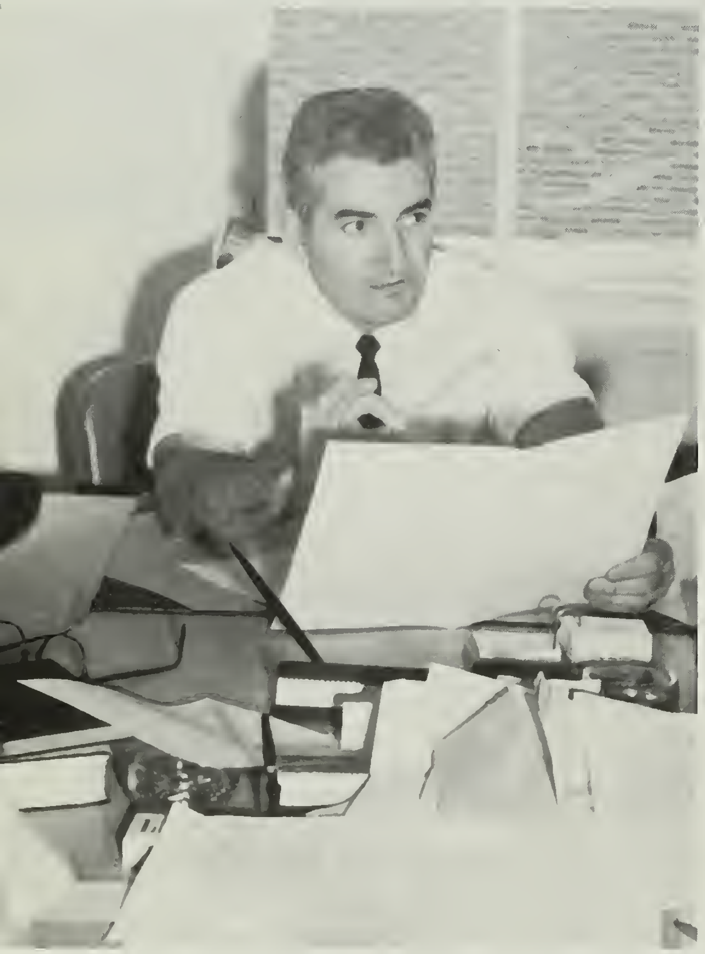
At the ***Air Command and Staff College,*** Maxwell Air Force Base, Ala., a 39-week resident course is held once a year. The 1967 course included approximately 600 officers, predominantly USAF, but also some members of the other U. S. military services, allied nations and civilians. U. S. personnel consisted of senior captains or majors, or civilians of equivalent grade. A limited number of USAF officers were from the Air National Guard or the Air Force Reserve components.

LOCATIONS of ICAF Seminars are discussed by COL Charles Sullivan, Director of Seminar School, and RADM J. J. Appleby, Deputy Commandant, Industrial College.

The College is dedicated to the proposition that the career of an Air Force officer is a profession requiring certain knowledge, skills and attitudes in its members.

Its curriculum deals with the principles and concepts related to the maintenance and employment of aerospace power. Instruction is designed to broaden rather than specialize the knowledge of officers at the level of complexity appropriate to their grade and experience. At the same time, opportunities are provided for a student to increase competence in his individual career field.

Four primary areas are considered in the sequence of instruction: military fundamentals; military management; military environment; and military employment.



STUDENT USES pencil to emphasize a point during study session at the Industrial College of the Armed Forces.

The final phase closes with a study of U. S. Air Force long-range objectives through an analysis of the document: "USAF Planning Concepts: 1966-1980."

The Air War College, Maxwell Air Force Base, Ala., prepares senior officers for high command and staff duty. It is the senior professional school in the U. S. Air Force educational system. Its student body is composed of a highly selected group of men with widely diverse backgrounds who are brought together for graduate study.

The objectives of the course of instruction are to: Gain a more complete understanding of international relations, the nature of conflict, the essential elements of strategy, sound employment doctrine, and integrated staff responsibilities; further develop an appreciation of the current problems of national defense; develop a comprehensive understanding of the capabilities and limitations of all warfare systems in support of national policy; expand the student's capability to develop sound solutions to problems and to project them more effectively.

The course is 10 months long. Naval officers selected for this instruction are in the year groups with 16 to 21 years of commissioned service.

The Marine Corps Educational Center includes the Marine Corps Command and Staff College and the Marine Corps Amphibious Warfare School, both of which are located at Quantico, Va.

The Marine Corps Command and Staff College provides professional education to selected officers to prepare them for command at the regiment/group level; for staff duty at the division/wing and higher FMF levels; and for duties appropriate to the grade of lieutenant colonel and colonel with departmental, combined, joint and high-level service organizations.

The course of instruction is presented in the setting of a field grade officer's workshop, emphasizing situations requiring the student to solve problems of the type he can expect to encounter in service both in and outside the FMF.

Formal instruction is primarily of the integrated problem type, requiring individual or group application. The course stresses planning for the conduct of force-in-readiness operations in cold, limited, or general war and in all phases of counterinsurgency. Work is undertaken in the area of political-military theory, foreign policy, treaty obligations and mutual defense agreements, and the capabilities and limitations of allied and other foreign military forces. Rounding out the course is a program of required reading and book discussions.

The course is 42 weeks long. Officers of other services with the rank equivalent to lieutenant colonel and colonel in the Marine Corps are eligible to attend.

The Marine Corps Amphibious Warfare School provides professional education for selected Marine Corps officers to prepare them for the duties of a field grade officer in the FMF, as well as command at the battalion/squadron level and staff duty at the regiment/group level.

Primary emphasis is placed on command and staff duties in Marine ground and aviation units in amphibious operations. The instruction is at the level of the reinforced infantry battalion and regiment and the aircraft squadron and group. Instruction is presented on the modern military techniques of supply material maintenance and fiscal management, with particular reference to the FMF. Background instruction is presented on related subjects of national, international, or political-military significance. Considerable emphasis is placed on improving individual ability in writing and speaking, and developing an ability to converse in French or Spanish.

The course is 42 weeks long. Marine Corps majors and captains, and officers of other services of equivalent rank are eligible.

WHERE TO LOOK FOR INFORMATION ON EDUCATION

IN RECENT YEARS, Navymen have been encouraged, whenever possible, to avail themselves of the educational opportunities offered by the Navy.

The reason is simple: The man who develops educationally also develops professionally and that's the kind of man the Navy needs.

The Navy looks forward to the day when its career designated enlisted men will have at least two years of college or an associate degree, other enlisted men will have completed high school or have a GED equivalent, and all commissioned officers will have a baccalaureate degree.

To implement Navy policy concerning in-service education, commanding officers are directed by BuPers Notice 1560 of 22 August to appoint an Educational Services Officer in accordance with Art. D-2103 of the *BuPers Manual.*

Commanding officers will also ensure that all active duty personnel are interviewed by a member of the education staff upon completion of their initial training at their first permanent duty station. Their educational background will be reviewed and they will be counseled on their educational development. They will be told of the educational opportunities available in the Navy, including methods of securing credit from civilian educational institutions for military schooling and experience.

In addition, everyone will be interviewed within 30 days after a permanent change of station assignment to a new duty station, and advised of the educational opportunities available at that station.

To assist both in the administration of educational programs and to provide the authority for conducting those programs, the Bureau of Naval Personnel has published a new *Educational Services Manual* (NavPers 15229), which has recently been distributed to all ships and stations.

The first portion of the *Manual* is devoted principally to administrative procedures.

The discussion of educational opportunities available to Navy personnel provides in Chapter IV an explanation of the Veterans Readjustment Benefits Act of 1966 (Public Law 89-358). You probably know it better as the Cold War GI Bill, which was signed into law by the President in March 1966.

The *Manual* moves on to the Tuition Aid Program in Chapter V. This program is designed to provide financial assistance to eligible Navymen who participate in off-duty educational programs at Navy-approved institutions. Authorized by Public Law 89-687 of 15 Oct 1966, Tuition Aid has recently been subjected to changes which permit payment of a straight 75 per cent of tuition costs. However, because funds for fiscal year 1968 are limited, students are encouraged, if eligible, to take advantage of the GI Bill.

The Instructor Hire system is discussed in Chapter

Naval Officers Study in Foreign Institutions Too

IN ADDITION to the Navy's participation in a number of armed forces service colleges within the United States, U. S. Navy officers are enrolled in a variety of foreign service colleges. As in the case of our own service college enrollment, lieutenant commanders and junior commanders attend the junior courses while senior commanders and captains normally are enrolled in the senior colleges.

In general, the objectives realized from assigning naval officers to these colleges are:

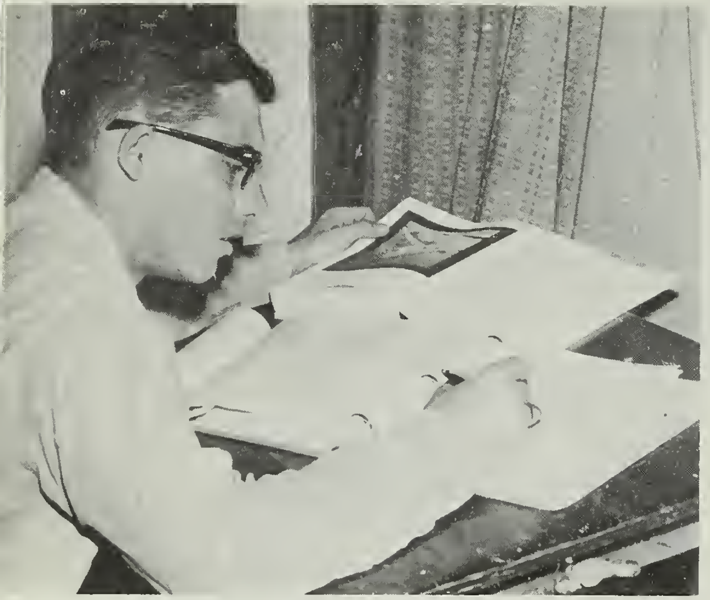
- Increased knowledge of current developments in other services;
- Promotion of international goodwill; and
- Presentation of the U. S. Navy point of view in schools of other services.

Most of the Navy's foreign service college students attend schools in Europe, including four colleges in the United Kingdom. The Royal Naval Staff College, in Greenwich, England, and the Royal Air Force Staff College, in Bracknall, England, each having a study term of one year's duration, offer junior courses; the six-month Joint Service Staff College, in Buckinghamshire, and the one-year Imperial Defence College, in London, are senior courses. The former are similar to our Armed Forces Staff College while the latter two are equivalent to our National War College.

Elsewhere in Europe, the Navy sends officers to attend one-year courses at the German Command and General Staff Course, in Hamburg; the Spanish Naval War College, in Madrid; and the French Naval War College, in Paris. One Navy captain and one Marine Corps colonel are also sent to the NATO Defence College, in Rome, Italy, to attend a six-month course established to train senior officers and key civilians of the NATO countries to fill important posts in NATO or in positions within their own national governments dealing with the NATO alliance.

Naval officers are also enrolled in one-year courses at the Canadian National Defence College, Kingston, Ontario, and the Indian National Defence Services Staff College, Wellington, India.

Finally, the Navy sends officer students to the nine-month course at the Inter-American Defense College, Fort Lesley J. McNair, Washington, D. C. This course is attended by both military personnel and civilians from a number of North American, Central American and South American countries.



CORRESPONDENCE courses help Navymen to advance.

VI of the *Manual.* It addresses itself primarily to administrative details, but it does tell the inquirer just what instructor hire is, and how it may be used. As the name suggests, the program supplies funds to employ teachers. These teachers may conduct credit or noncredit courses at all educational levels.

PACE, the Program for Afloat College Education, is covered in Chapter VII. This program is the product of the cooperation of the Bureau of Naval Personnel with several universities and colleges to administer accredited undergraduate college courses to qualified Navymen serving on active duty aboard selected ships or at an isolated station.

PACE is open to all active duty Navymen who are recommended by their commanding officers. They must, however, be serving in a ship or at an isolated station where PACE is being offered.

The chapter also lists the ships which are participating in the PACE program, as well as the planned dates when other type commanders will be included.

The *Manual's* eighth chapter is devoted to correspondence courses and testing sections. It discusses the United States Armed Forces Institute, which provides the General Educational Development (GED) tests, Comprehensive College Tests, and correspondence courses. More than 200 correspondence courses are currently offered by USAFI and cover pre-high school, high school, college and technical subjects.

The only cost to the Navyman for these USAFI courses is a five-dollar entrance fee. After this first payment, there is no further cost provided his progress is satisfactory.

The final chapter of the *Manual* is concerned with foreign language study.

Each chapter which describes a Navy educational program also contains information relating to the administrative procedures to be followed by individual commands.

The 10 appendixes also contain a wealth of administrative information, forms and sample letters.

As has been stated many times in this issue, the Educational Services Officer is the man to see if you are seeking to increase your present fund of knowledge or raise your level of training. However, it might also be useful to know where you can find the official word on the program in which you are interested.

As is true of any Navy subject, you can find most of the information you need in Navy manuals, and in related Navy directives.

For instance, Chapter D, *BuPers Manual* (NavPers 15791A), contains general information on officer and enlisted training, the use of training aids, and correspondence courses.

The *Transfer Manual* (NavPers 15909) may also be of interest. Chapter 11 describes the nuclear power training program, prescribes eligibility requirements, and gives instructions on how to apply. Chapter 12 deals with service schools, and describes basic requirements and pertinent transfer policies.

For more detailed information concerning BuPers-sponsored schools, you should consult the *Formal Schools Catalog* (NavPers 91769G). It lists "A," "B," "C" and other schools, giving location, course length, prerequisites, and other valuable information. But remember, this is not the complete list of Navy schools; there are catalogs prepared by BuMed, the Chief of Naval Air Technical Training and the Fleets.

Of interest also is the *Educational Services Manual* (NavPers 15229), in which you can find details con-

IT FITS—George G. Madsen, USN, who today is an LTJG in the Philippines, is shown here in 1964 when Chief Yeoman Madsen became Ensign Madsen.

cerning the complete educational services program. Written primarily for the use of the Educational Services Officer, it contains information concerning the use of Tuition Aid and the GI Bill for your off-duty studies, as well as details on PACE, Instructor Hire, and foreign language study. It also contains information on USAFI courses, but for a complete list of available USAFI courses, you should see the *USAFI Catalog.*

For a list of Navy correspondence courses, on the other hand, the *List of Training Manuals and Correspondence Courses* (NavPers 10061) is what you need. It gives a complete rundown on enlisted correspondence courses, officer correspondence courses, and those little (and not-so-little) blue books, the training manuals.

Often, of course, such manuals are not quite detailed enough to give you all the information you need to start you on the road to knowledge. In such cases, there are Navy directives available which will give you step-by-step guidance concerning a given program or opportunity. Although not a complete list, here are some of the important directive series which are not covered elsewhere in this issue. Also, see the articles on individual programs in which you are interested.

ADCOP—Associate Degree Completion Program—BuPers Note 1500.
Air Reserve summer accelerated training program—BuPers Inst 1571.23.
Aviation Officer Candidate program—OpNav Inst 1500.23.
Aviation support equipmentman training program—OpNav Inst 3500.26.
Blue and Gold program (Naval Academy)—BuPers Inst 1531.5.
College degree program for officers—BuPers Inst 1520.98.
Contract NROTC program—BuPers Inst 1533.69.
Defense language program—BuPers Inst 1550.41.
Fleet war gaming course—OpNav Inst 1541.2.
Helicopter pilot training—OpNav Inst 3740.2.
Hospital corpsman "A" school—BuMed Inst 1510.11.
Interservice education and training—BuPers Inst 1500.24.
Medical educational program—for officers—BuPers Inst 1520.101.
Naval Academy appointments—BuPers Note 1531.
Naval War College—OpNav Inst 1520.12.
Navy Enlisted Dietetic Education program—BuPers Inst 1120.38.
Navy Enlisted Nursing Education program—BuPers Inst 1120.37.
NESEP—Navy Enlisted Scientific Education Program—BuPers Inst 1510.69.
NROTC—BuPers Note 1530.
Nuclear power training—for officers—BuPers Inst 1520.88.
Officer Candidate School—OpNav Inst 1530.5.
Postgraduate education program—BuPers Note 1520.
Pre-active duty training for Reserve enlisted men—BuPers Inst 1510.88.
Precommissioning training for submarine personnel—OpNav Inst 3500.25.
Scholarship acceptance, requirements for active duty personnel—SecNav Inst 1500.4.
Schools and courses available to medical and dental personnel—BuMed Inst 1510.9.

Jean Alice Szymanski, USN, the first Navy woman to graduate under the Navy Enlisted Scientific Education Program (NESEP) is now an LTJG on duty at the Naval Air Development Center, Naval Air Facility Johnsville, Pa.

SCORE—Selective Conversion and Retention program—BuPers Inst 1440.27.
Selective Electronics Training program—BuPers Inst 1510.104.
STAR—Selective Training and Retention—BuPers Inst 1133.13.
Skydiving training—SecNav Inst 1700.6.
Student quotas for air technical training schools—OpNav Inst 1510.7.
Submarine school for officers—BuPers Inst 1520.6.
Test pilot schools—BuPers Inst 1331.3.
Undergraduate education program—for officers—BuPers Inst 1520.97.

NAVY TRIES to provide PG education to line officers completing obligated service or first cruise of service.

TAFFRAIL TALK

For the next few months, it won't do much good to talk about education, training, schools, or even co-eds to an All Hands staffer. He'll probably play dumb.

The creation of any special issue is a painful experience, and this education issue was no exception. It took several months to gather the material which forms the Navy's education story. For helping to provide the information, we are grateful to the Education and Training Divisions, and other divisions in BuPers whose members went out of their way to be helpful.

If the issue is helpful to you at all, a tip of the mortarboard is due to several people whose talents—and toil—went into its 64 pages. The names of some of the plaudit-earners follow.

Now back from duty overseas and on his second tour as an All Hands newswriter, Chief Journalist Dan Kasperick knows his way around Washington and the Navy Department, which helped him find educational people to ask educational questions. An assignment with Commander in Chief Pacific preceded this All Hands tour.

Chief Journalist Marc Whetstone is a veteran Navy writer. An ex-carrier sailor, he knows the Vietnam theater well and spent considerable time in the South China Sea aboard uss *Kearsarge* (CVS 33). His *Kearsaga* won seven CHINFO merit awards and one DOD award during his tenure as editor.

Our civilian newswriter, Bob Neil, is an All Hands old-timer. A graduate of Phillips University, in Oklahoma, he has been writing military prose with a salty slant for more than 10 years.

After majoring in English for a year at Geneva College, in Pennsylvania, Journalist First Class Jim Teague decided to try Navy life, and apparently found it to his liking. His byline has appeared in numerous Navy publications ever since. You'll recognize his work by the excellent (and difficult) combination of humor and information.

Our layout man and feature writer, Journalist Second Class Larry Henry, has as credentials a journalism degree from Southern Illinois University and experience as editor of an industrial publication.

Michael Tuffli, our artist-illustrator, has been turning out imaginative covers and centerspreads for All Hands for nearly four years. He previously worked as illustrator for the U. S. Army Exhibit Unit, and as artist for two civilian corporations.

Michael's good right hand is Seaman Bob Swain, our irrepressible cartoonist. Relatively new to the staff, Bob studied under Fred Lasswell, the cartoonist who produces the Snuffy Smith comic strip, before coming on active duty.

Eddie Jenkins, civilian researcher and proofreader, is a graduate of Columbia University. Before coming to All Hands, he spent several years with the Army's Adjutant General's office. One of his jobs was nitpicking technical manuals.

Keeping the All Hands mail moving is Personnelman Third Class Bob Cooper, formerly of PN "A" school in San Diego. He is a veteran of 18 months in WestPac aboard an APA.

The other names you'll recognize on our masthead. Putting out All Hands is one of our jobs. We're responsible also for *The Naval Reservist*, and the *Navy Chaplain's Bulletin* (the latter in cooperation with the Chaplains Division of BuPers), not to mention handling all that correspondence you thoughtfully send us from the Fleet.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keynotes of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

Here are a few suggestions for preparing and submitting material:

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event must be received before the first day of the month preceding the month of intended publication.

Address material to Editor, ALL HANDS, 1809 Arlington Annex, Navy Department, Washington, D.C. 20370.

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